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THE STANDARD RAILROAD WEEKLY FO

JULY 28, 1952

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Vol. 133, No. 4 July 28, 1952

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Railway Age Railway Mechanical & Electrical Engineer Railway Engineering & Maintenance
Railway Signaling & Communications Car Builders' Cyclopedia Locomotive Cyclopedia
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NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, five months
1952 ..... $4,304,214,180
1951 4,179,377,060

Operating expenses, five months
1952 ..... $3,353,273,597
1951 3,288,475,864

Taxes, five months
1952 ..... $ 506,643,596
1951 477,808,199

Net railway operating income, five months
1952 ..... $ 373,798,186
1951 329,174,183

Net income, estimated five months
1952 ..... $ 237,000,000
1951 208,000,000

Average price railroad stocks
July 22, 1952 ..... 63.07
July 24, 1951 ..... 52.72

Car loadings, revenue freight
28 weeks, 1952 19,555,900
28 weeks, 1951 21,285,780

Average daily freight car surplus
Week ended July 19, 1952 44,450
Week ended July 21, 1951 14,836

Average daily freight car shortage
Week ended July 19, 1952 1,524
Week ended July 21, 1951 3,326

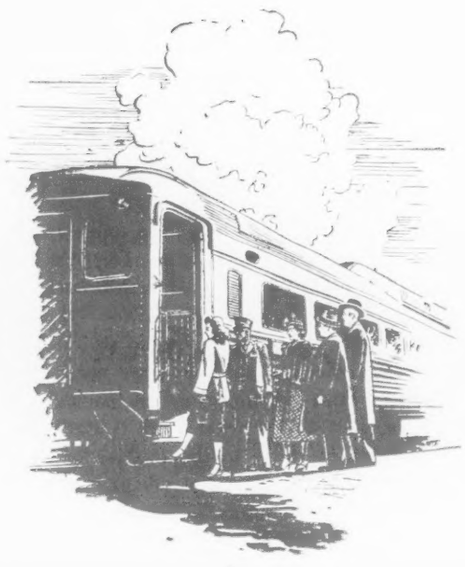
Freight cars delivered
June 1952 6,411
June 1951 9,644

Freight cars on order
July 1, 1952 99,615
July 1, 1951 147,725

Freight cars held for repairs
July 1, 1952 105,255
July 1, 1951 93,866

Net ton-miles per serviceable car per day
May 1952 973
May 1951 1,038

Average number railroad employees
Mid-June 1952 1,224,363
Mid-June 1951 1,295,570



In This Issue . . .

RAILROAD REVENUES COULD BE INCREASED, says Monon President John W. Barriger, by a rate "ceiling" which would limit ton-mile charges to a maximum equal to the ton-mile *costs* of truck movement. Such a "ceiling," Mr. Barriger contends, would principally affect "paper rates" which don't move traffic; reducing them to traffic-moving rates might actually increase ton-mile revenues. In any event, he says, such a reduction would wipe out the "embargo" which the railroads themselves have placed on their highest rated freight—and it would correct the present anomaly under which the public is denied the "inherent advantages" of rail transportation partly because the railroads themselves fail to reflect those "inherent advantages" in their rate structure. Mr. Barriger's thesis, and some of his reasoning in support of it, are set forth, with an explanatory chart, in the article which begins on page 31.

REFLECTORIZED CROSSBUCK SIGNS, clearly visible at from 1,000 to 2,500 feet, are being installed by the B&O at 1,100 West Virginia highway crossings. Because such signs are so much more visible than standard painted signs, and are therefore likely to come into more and more general use, a description of the processes and costs involved in manufacturing them is given in detail on pages 35-37.

IN THE WEEK'S NEWS: CB&Q-NYC authorized to serve Joppa, Ill.—CPR orders 40 coaches for suburban service; B&O 62 diesel units. —IC asks relief from competitive bidding on $62 million of 30-year consolidated mortage bonds.—I.C.C. panel recommends reconsideration of Missouri Pacific reorganization case.—Yardmen get 5-day week on 80 roads.—A.C.F. reports higher sales, earnings, backlog.—Canadian National builds new type of mechanical reefer.

A COAL-FIRED GAS-TURBINE LOCOMOTIVE, probably capable of burning low-quality fuel, just ordered for the British Railways, is described and diagramed on pages 38-39.

"BUSINESS LEADERSHIP cannot save the nation without first putting forth the effort to acquire resolute opinions, based on factual information, about the fundamental issues with which national policy is involved." That is the conclusion of this issue's leading editorial (page 29), which likewise points out that most of the nation's economic "grief" arises from mishandling of basic political and economic issues —and that such mishandling is due in turn to lack of positive knowledge about such issues.

WEEK AT A GLANCE

In Washington . . .

PROGRESS IS BEING MADE—definitely—in the long and arduous task of improving and simplifying freight tariffs. Tangible evidence of that progress is contained in the news story which reports issuance of five tariff improvement bulletins as a result of the latest joint meeting of the tariff simplification committees sponsored by the railroads and the N.I.T. League. Meantime, the Railroads' Tariff Research Group continues to query tariff users as to their desires concerning possible changes.

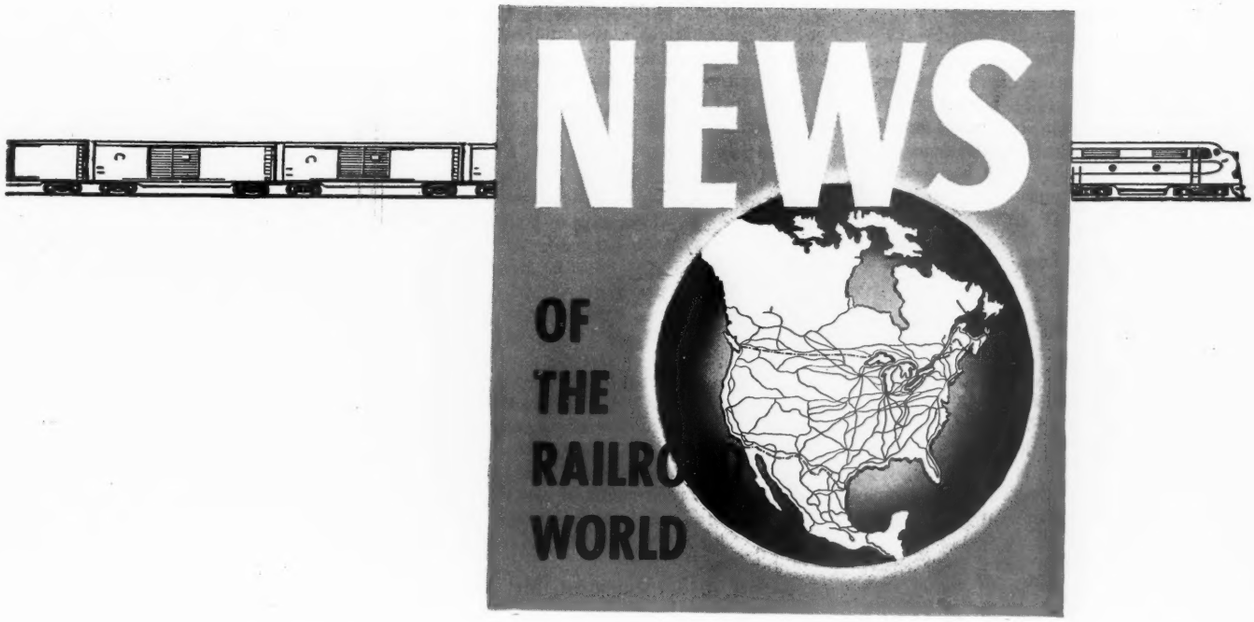
"SLIPPING INTO REVERSE!" That, says C. S. D. Chairman Arthur H. Gass, is what may be happening to the freight-car program so resolutely adopted by the railroads at Chicago just about two years ago. Principal reason, of course, is the low level of steel allocations that has prevailed ever since—and that is likely to go even lower in coming months as all steel users compete with each other to recover from the loss of production and the unbalanced inventories created by the weeks-long steel strike. The railroad situation, too, is complicated by the loss of traffic, and therefore of revenues, which the steel strike has directly or indirectly caused. Mr. Gass' unoptimistic summary of the situation is borne out by a review by D. T. A. Administrator Knudson of the strike's serious effects on transportation in general. Comments of both men are summarized in separate stories in the news pages.

. . . And Elsewhere

AUTOMOBILISTS PAY ALMOST THREE TIMES AS MUCH for highway use as do operators of heavy commercial trucks. Nationwide, the average per 100 ton-miles is about 34.6 cents for autos and only 12.5 cents for 60,000-lb. trucks, says Robert J. Menzie, executive secretary of the Citizens Tax League of Rochester, N. Y. Highest automobile taxes are in Mississippi—56.2 cents per hundred ton-miles—while heaviest truck taxes are in South Carolina—19.2 cents per hundred ton-miles. New Jersey is low on both counts, with 16.9 cents for automobiles and 5.6 cents for 30-ton trucks. Fairest taxation is in Tennessee, where trailer trucks pay almost 80 per cent of what motorists pay for each 100 ton-miles of road use; unfairest is in Rhode Island, where truckers pay less than 20 per cent as much as automobilists. On light panel and pick-up trucks, Massachusetts has the highest taxes and Wisconsin the lowest. Massachusetts, incidentally, is well down the line in taxes on heavy trucks.

THE GROWING POPULARITY OF BOOK TICKETS for interline passenger travel may lead to some unexpected economies if the idea suggested to one of our traveling editors by Robert L. Hoyt, G.P.A. of the Fort Worth & Denver, is as good as it sounds. A complete inventory of such tickets, Mr. Hoyt says, can be kept in an ordinary lock box or desk drawer — far less space than is required for a comparable inventory of the old strip tickets. Therefore, he reasons, in border-line offices where sales may not be too heavy, why not do away with expensive city ticket offices in favor of hotel lobby desks? If, for example, such a city ticket office is staffed by three men, they could be reassigned to desks in the lobbies of three hotels. As a result, the railroad would get three ticket offices instead of one and in places where potential travelers normally congregate — as well as a very welcome reduction in office rental and operating charges.

THE SIXTH AND FINAL article of a series on ways and means of improving freight car efficiency begins on page 40. Author of the series is E. W. Coughlin, manager of railroad relations of the Car Service Division of the Association of American Railroads. For information as to reprints of the entire series, which will shortly be available, see page 41.



Tariff Improvement Plans Come Out of Joint Meeting of Railroad and N.I.T. League Groups

Five freight tariff improvement bulletins have been issued as a result of decisions reached at the latest joint meeting of the tariff simplification committees sponsored by the railroads and the National Industrial Traffic League.

The meeting, held July 16 in Washington, D. C., was that with the luncheon session where guests included several members of the Interstate Commerce Commission and its staff *(Railway Age,* July 21, page 14). The two committees are the Railroad Administrative Committee, headed by Fred Carpi, vice-president of the Pennsylvania, which is directing activities of the Railroads' Tariff Research Group; and the N.I.T. League's Cooperating Committee, headed by J. W. Peters, traffic manager of the Delco-Remy Division of General Motors Corporation. Members of the Research Group are Chairman Charles S. Baxter, Harry F. Sutter, and George W. Lupton, Jr.

The five tariff improvement bulletins are Nos. 6, 7, 8, 9, and 10. They were issued by the Research Group and were directed to tariff publishing agents and tariff issuing officers of individual railroads. They contain individual specifications to govern form and arrangement of tariffs, as approved July 16.

Bulletin No. 6 treats with the problem of insufficient margin space in the binding area of large tariffs in answer to the complaint that the "side stitched" method of binding the pages of such tariffs obscures printed matter adjacent to the binding margin. The action of the Joint Committee directs all tariff-makers, henceforth, to bind all tariffs of more than 300 pages by sewing or by a process which, like sewing, allows a tariff to open cleanly and expose clearly the printed matter appearing in the binding area.

Bulletin No. 7 limits the extent to which the term "Section" may be used to denote numbered subdivisions of tariffs. Henceforth, tariff-makers may use that term only to denote major subdivisions of tariffs, and the practice of breaking down items into numbered sections will be discontinued. The subdivisions of items will hereafter be designated as "paragraphs" (a), (b), (c), etc., or as "Part" 1, "Part" 2, etc. Use of the term "Part" for any other purpose is expressly prohibited.

"Notes" Limited

Bulletin No. 8 limits use of the designation "Note" for units of tariff matter. No longer will the reference to a "note" and the text of the "note" be separated by hundreds of pages. The text of the "note" must appear either within the item or, at least, on the page where reference to it is made. Where tariff matter now designated as a "note" cannot be made to conform with this specification, such tariff matter will, in the reissue of the tariff, be re-designated as a numbered "item" and merged into the existing series of consecutively numbered items.

Bulletin No. 9 sets forth a specification which is expected substantially to simplify use of tariffs made up according to the sectional plan with three or more numbered sections. Tariff-makers will be required to include a non-technical statement explaining the arrangement of the tariff; the application of each section; and the relation of matter in each section to that in others. This "Plan of Tariff" will appear on the reverse side of the title page and the directions to tariff-makers include the following admonition: "In drawing up the 'Plan of Tariff,' tariff-makers will state in clear and non-technical language, sufficient general information to enable the tariff user to find what he is seeking with the fewest number of steps."

Bulletin No. 10 establishes a uniform system for numbering of pages to tariffs and supplements; a uniform location for page numbers; and prescribes the text and location for the identification of the tariff and supplement on all pages of tariffs and supplements. The use of roman numerals or numbers with letter prefixes or suffixes for numbering pages to supplement-type tariffs will be discontinued, and the uniform use of arabic numerals in consecutive order is directed. Page numbers will be placed at the bottom center of each page. At the top center of each page tariff-makers are directed to show the number of the tariff and the number of the supplement thereto.

Other actions taken by the Joint Committee but which will require approval of federal or state regulating

authorities before Improvement Bulletins may be released include (1) "streamlining" the methods of setting up lists of participating carriers in supplements to tariffs; (2) reductions in the number of outstanding supplements to tariffs; (3) a uniform system for numbering the supplements to tariffs; and (4) a change in the method used to denote the cancellation and succession of numbered items.

The next joint meeting of shipper and carrier traffic executives will be held in Chicago on October 9.

Steel Strike Has Caused "Serious" Transport Losses, Knudson Reports

Transportation losses as a result of the steel strike "have become serious," Defense Transport Administrator James K. Knudson said in a July 18 statement.

Mr. Knudson divided the losses generally into these three classes: Operating losses, i.e., losses in traffic volume and revenues "which have resulted in the financial weakening of many carriers"; losses in production of "vitally needed" transportation equipment, maintenance and repair parts; and transportation manpower losses.

The D.T.A. administrator's discussion of the strike's impact on the railroads noted how carloadings have "drastically slumped," and how this drop in traffic has "largely affected the revenue gains resulting from recent rail rate increases."

"D.T.A.," he continued, "recognizes the fact that revenue losses of this type are bound to affect maintenance programs and to result ultimately in a higher percentage of bad order cars and locomotives." Of the outlook for new equipment, Mr. Knudson had this to say:

"The loss in production of steel and steel products . . . during the strike has resulted in a mill carry-over of unfilled orders, which today represents approximately eight weeks. The cumulative effect of the slippage in steel production combined with the seasonal vacation shutdowns will mean the loss of 300 diesel locomotive units and about 20,000 freight cars, approximately a full quarter's production. This loss, in the face of a retirement of about 5,000 cars a month, will have a serious effect on the transportation phase of defense mobilization."

Earlier in his statement, Mr. Knudson said that the strike had "'immobilized some 220 ore carriers on the Great Lakes," and that the Lake ore movement was about 16 million gross tons behind that of last year on July 15. He also spoke of "current estimates" which put the loss of ore from the mills' stockpiles at "more than 10 million" gross tons. And he told of plans which D.T.A., the railroads, and steel companies have worked out "for setting up solid ore trains to start rolling as soon as the mines reopen and iron ore is available at the head of the lakes."

As to the manpower situation, Mr. Knudson said that strike losses in that respect were "rapidly spiraling." As of July 16, he added, "some 72,000 railroad employees had been laid off since the strike began."

Mr. Knudson's statement also dealt with the effect of the strike on motor and water transportation. As to the former, he has been advised that most of the trucks which haul steel are "off the road," and that "auto carriers are rapidly being taken out of service."

More Railroads Affected

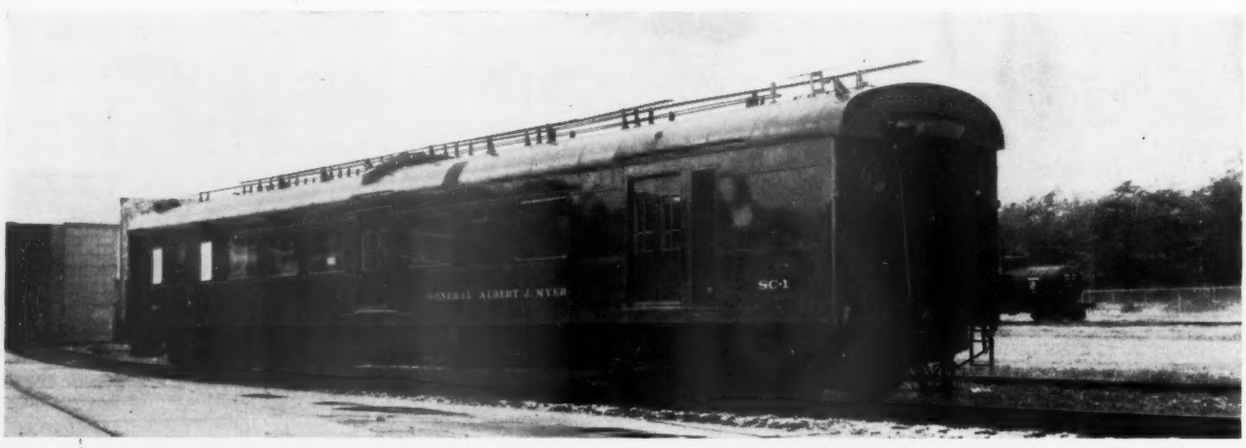
Reports from two additional railroads, received too late for inclusion in the general survey of the strike's effects which appeared on page 11 of last week's *Railway Age*, showed that the Erie had been forced to lay off 514 employees in train service and running repair forces. Its carloadings for the first 14 days in July were 27 per cent under the same period a year ago and 21 per cent under June, while its earnings were estimated at approximately $2 million under the same month a year ago.

Approximately 3,300 Nickel Plate employees, including enginemen and brakemen, and freighthouse, yard and mechanical department personnel, had been laid off as a result of the strike up to mid-July. The NKP also reported that its June car loadings of 88.878 were 28 per cent below those of June 1951, and that its loadings for the first two weeks of July were about 27 per cent under those for the corresponding weeks of last year. Net income for June was down to $944,725, or 41 cents per share of common stock, as compared with net of $1,297,153, or 60 cents per share, for the same month a year ago.

B.R.T. Gets 5-Day Week For Yardmen on 80 Roads

Eighty railroads have entered, with the Brotherhood of Railroad Trainmen, agreements to place a five-day work week in effect for yard-service employees.

This was announced July 19 by Secretary of Labor Tobin, who was designated by President Truman to decide any dispute on whether sufficient manpower was available where the B.R.T. asked for the 5-day week under terms



SO THAT THE PRESIDENT, whoever he may be, can keep in touch with Washington, wherever he may go by rail, whether the train is moving or standing still, this special communications car has recently been put into service. It was designed by the Army Transportation Corps and equipped by the Army Signal Corps. Named "General Albert J. Myer" for the Army's first chief signal officer, the car and its radio and other communications equipment will be operated by personnel of the White House signal branch.

of the May 25, 1951, agreement which settled its latest general wage and rules case.

That settlement provided that the 5-day, 40-hour week for yardmen would be accepted "in principle," but its installation delayed until January 1, 1952, because of the manpower situation. On and after October 1, 1951, however, three months notice could be given by the B.R.T. of its desire to place yardmen of any road on the five-day week. And the change was to be made, accompanied by a wage increase of four cents per hour, if the manpower situation permitted it. Secretary Tobin has the job of appraising the manpower situation if the parties disagree about it.

The secretary's July 19 statement summarized a report of his activities which he made in a letter to the President. He reported that settlement of the 80 cases left seven still pending.

He also reported that his services were called for in only a few cases, settlements having been reached by negotiations between the parties in most of them. On that score, the secretary paid this tribute to the parties:

"I wish to take this opportunity to praise the sincerity and integrity with which the various carriers and the Brotherhood . . . approached the problems. . . . By assuming the responsibility of settling their own differences, they have reduced government action to a minimum."

Freight Car Program May Be "Slipping into Reverse," Gass Says

The railroads' freight car program "appears to be on the verge of coming to a standstill and perhaps slipping into reverse," according to Arthur H. Gass, chairman of the Car Service Division of the Association of American Railroads.

Mr. Gass said this in his latest monthly review of "The National Transportation Situation." He also reported that the number of new locomotives ordered in June "was the least for any month in three years."

In his comment on the freight-car program, the C.S.D. chairman noted that it was "about two years ago" that the railroads met in Chicago and adopted the program which calls for installation of enough new cars to expand their ownership by 126,000 cars.

"On this second anniversary of the adoption of the freight car program, the Class I railroad ownership stands at 1,764,000, an increase of only 40,000 over the ownership of July 1, 1950," Mr. Gass added.

He went on to make the "slipping-into-reverse" statement, saying also that the program "has been creeping in low gear for the past several months." In his further comment on the situation, the C.S.D. chairman had this to say:

"Because of the lower level of allocation of steel to freight car building, installations of new freight cars in recent months have barely exceeded retirements. In view of further cuts in these allocations made in the second quarter of 1952, as well as interference with steel production in May and the almost complete stoppage of steel production in June, it seems doubtful that new freight cars can be built in sufficient numbers to offset necessary retirements in the months immediately ahead. This would mean that ownership would remain at, or slightly below, the present level for some time. . . .

"In general, the railroad equipment picture is badly clouded by the steel strike, not only because of its effect upon the availability of materials for car building and car repair, but also because of its depressing effect upon railroad traffic and revenues."

In his usual review of equipment conditions by types of cars, Mr. Gass reported that supplies of all types have been generally adequate. He noted that the peak of the winter wheat movement was reached on June 30, and that the movement "was handled without any car supply difficulties and with a minimum of blocked country elevators and grain on the ground." He attributed this achievement to the advance planning of the railroads and the "splendid cooperation" of the mills and elevators in working their unloading forces overtime.

Meanwhile, as Mr. Gass also reported, the railroads made their plans for handling the spring wheat crop, harvesting of which is about to get started. Forecasts indicate that it will be the smallest spring crop in many years—201 million bushels, or about 70 per cent of the annual average for the 1941-1950 period.

In his discussion of the steel strike, Mr. Gass said plans are being made for all-rail movements of ore from the Mesabi range when the steel plants and ore mines are reopened.

As to freight car detention, Mr. Gass had reports from shipper car efficiency committees which indicated that cars detained beyond the free time of 48 hours averaged 19.86 per cent of those placed in June. This compared with May's 14.62 per cent and 13.85 per cent for June 1951.

Fuel Purchases Show Dieselization Trend

Growth of dieselization is further reflected in figures showing that purchases of diesel fuel in the first four months of 1952 were 22.5 per cent higher than in the same period of 1951.

The Bureau of Transport Economics and Statistics, Interstate Commerce Commission, reported the increase in its latest issue of the "Monthly Comment."

Railroad purchases of coal and fuel oil in the first four months of 1952 were substantially below the comparable period of 1951. The I.C.C. bureau reported a 25.5 per cent drop in coal purchases, and a 27.5 per cent decline for fuel oil.

The average unit cost of diesel fuel and fuel oil was slightly lower in the 1952 period than in the first four months of 1951. The bureau said the 1952 average cost of diesel fuel was 9.41 cents per gallon, compared with the 1951 average of 9.43 cents. The average cost of fuel oil dropped from $1.82 a barrel to $1.80.

Coal prices, on the other hand, were slightly higher in 1952. The four-month average in 1952 was $4.58 per ton compared with $4.50 per ton in the same period of 1951.

The average unit cost of electric current was higher in 1952. The increase was from 1.004 cents per kilowatt hour in 1951 to 1.023 cents in 1952. Meanwhile, use of electric current in yard and train operations had increased 1.2 per cent.

The I.C.C. bureau made another comparison, showing the average unit cost of fuel purchased in April 1946-1952. The April 1952 average unit cost of coal was $4.59 a ton, up 62.8 per cent since April 1946.

For diesel fuel the April 1952 average cost was 9.31 cents per gallon. This was 77.7 per cent higher than in April 1946, but was 2.3 percentage points below April of last year.

Fuel oil in April 1952 was costing an average of $1.73 per barrel, up 40.7 per cent over the April 1946 average. Fuel oil prices have declined substantially since April 1948, at which time the average price per barrel was 95.5 per cent above that of April 1946.

Express Abandonment Not Subject to the I.C.C.

Passing upon the first case wherein its authority was invoked "with respect to establishment or cessation of express service," the Interstate Commerce Commission has ruled that such matters are not subject to its jurisdiction (*Railway Age*, July 21, page 8).

The decision was by the commission's Division 2, and the proceeding was docketed as I. & S. No. 5966. It involved tariffs of the Railway Express Agency which will eliminate three Indiana stations—Borden, Campellsburg and Pekin—from the list of stations at which express agencies are maintained. An accompanying order dismissed the case, thus allowing the suspended tariffs to become effective.

In making its determination, the commission relied on previous decisions wherein it found itself without authority over "a partial discontinuance of rail service, such as the elimination of passenger-train service." After quoting

from several such decisions, the report summed up as follows:

"The discontinuance of express service is similar to and comparable with the elimination of passenger-train service. Actually, express shipments are usually transported in passenger-train service, and the discontinuance of the latter quite generally results in the cessation of express service. The proceedings cited clearly establish that the elimination of passenger service is not an abandonment of a line of railroad as contemplated by section 1, paragraph (18), of the act. The same conclusion is warranted with respect to the discontinuance of express service. Moreover, the respondent here [R.E.A.] is not 'a carrier by railroad' as described in that portion of the act."

Trends of Passenger-Mile And Ton-Mile Revenues

The "average revenue per passenger-mile" of Class I railroads showed a "small increase" from 1950 to 1951, according to the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. A similar rise occurred in the average passenger-mile revenue of scheduled domestic air lines and of Class I intercity motor carriers of passengers.

Average revenue for the rail carriers was 2.6 cents per passenger-mile in 1951, compared with 2.56 cents in 1950. For the air lines the average increased from 5.55 cents per passenger-mile in 1950 to 5.6 cents in 1951. Class I buses had a 1951 average revenue of 1.93 cents per passenger-mile (estimated), as compared with a 1950 average of 1.88 cents.

These figures were contained in an article in the "Monthly Comment," regular publication of the I.C.C. bureau. Another article in this month's "Comment" showed that "average revenue per ton-mile" of Class I railroads in the calendar year 1951 was 40 per cent above that of the "fiscal year" ended June 30, 1946. Both articles were briefly noted on page 8 of the July 21 *Railway Age*.

Discussing the increase in "average revenue per passenger-mile" of Class I railroads in 1951, the I.C.C. bureau said all segments but one contributed to the increase. The sole exception was coach travel. For the latter the average passenger-mile revenue in 1951 remained at 1950's level—2.47 cents.

Meanwhile, the "most marked" increase in average revenue per passenger-mile from 1950 to 1951 occurred in rail commutation revenues. This average reflected increases in fares authorized by the I.C.C., and it went up from 1.58 cents per passenger-mile to 1.71 cents.

Using the 1942 average as 100, the I.C.C. bureau went on to show that average revenue per passenger-mile for Class I railroads was up 35.4 per cent by 1951. For buses, the estimated increase during the same period was 17 per cent. And for air lines the percentage increase was 6.1 per cent.

"Revenues per passenger-mile in 1951 were higher than in 1942 for all services, and, except for air, were equal to or the highest in the 1946-1951 period," the bureau said. It added that the latter situation may be related to the volume of air coach travel. In 1951 the average passenger-mile revenue in domestic scheduled coach service of the air lines was 4.46 cents.

Turning to its discussion of increases in freight revenue per ton-mile, the I.C.C. bureau said the 40 per cent increase since mid-1946 is "largely the result of freight rate increases authorized. . . ."

These authorizations have differed considerably between territories and between commodities, the bureau said. It pointed out that while average revenue per ton-mile was up 40 per cent on a country-wide basis, increases in territorial averages range from 51.5 per cent in the East to a low of 33.7 per cent in the West.

For the first four months of 1952 the average freight revenue per ton-mile in the United States was 1.379 cents. This figure does not include the final Ex Parte 175 rate increase, which became effective in May. This year's four-month figure compares with average ton-mile revenue of 0.954 cents which prevailed June 30, 1946.

By territories, the average ton-mile revenue in 1952's first quarter was 1.555 cents in the East, 0.974 cents in Pocahontas region, 1.379 cents in the South, and 1.338 cents in the West.

Uniform Rate Tenders For All Military Traffic

Uniform processing and review of rate negotiations conducted by the armed services with railroads and motor carriers for domestic movements of military materiel has been ordered by the Department of Defense. A department directive makes this effective for all materiel transported at rates negotiated pursuant to section 22 of the Interstate Commerce Act or other statutory authority.

The three military departments have been instructed to place into effect a new "Uniform Tender of Rail Rates or Charges," and a revised "Uniform Tender of Motor Carrier Rates or Charges." Although the directive

THE IC TRIES A NEW APPROACH TO SUBURBAN FARE PROBLEM

Instead of going to the state commerce commission with a petition for a specific suburban fare increase —and letting an irritated and uninformed public "fight back"—the Illinois Central is currently trying a new approach to the problem. It is taking its Chicago suburban patrons, and the rest of the Chicago public, into its confidence and frankly airing the suburban problem before it has made any definite plans toward a solution. In short, it is letting the general public and the local press in on the "thinking stage" of the matter with the hope that a wider understanding of the commuter problem will result.

The program actually began on July 1 when President Wayne A. Johnston held a meeting with representatives of the city and suburban daily and weekly press. Mr. Johnston emphasized that the meeting was not a "press conference," as the IC had nothing to announce. Its purpose, he said, was to establish a background of understanding and an environment of appreciation of the road's suburban operations and its attendant problems.

After outlining the character of the IC's suburban operations and the factors behind its operating losses, he told the newsmen that an advertising campaign would attempt to present the problem to the general public and frankly seek some sort of an answer. He said that the road's own thinking would be based on comprehensive studies that are currently under way, but that after having effected every conceivable economy in operation of the service, "the direction of thinking" is toward seeking a fare adjustment. He said that when a course of action is decided upon the newsmen would be fully informed.

Upon conclusion of his informal remarks, Mr. Johnston threw the meeting open for general discussion. With him, to answer detailed questions about the service, were members of the road's executive staff.

The initial advertisement made its appearance on July 3. It posed the question "What do you do when even your *best* loses?" Here are some excerpts from it:

"If a man fails to put everything he has into a job—and falls short, you don't give him a second thought. But it he gives his best—and it's good—yet still fails, that *is* worth thinking about. We have done our best with the IC electric suburban service. People assure us it's the best suburban service anywhere. To preserve quality and keep down expense we have called upon every device and efficiency method to which we can set hand.

"Yet when we add up the result —*the cash box is bare.*

"The IC electric has been losing money for a long time—and will wind up this year with a loss of more than $75,000 a month. That's more than $2,500 a day . . . These losses we are talking about are real money, the same kind as you use to buy meat and potatoes, shoes and houses . . . These are the financial facts of life about the IC electric—facts which we and our patrons must face squarely and deal with realistically if we are to assure the future quality of our service."

was effective as of July 1, it will be about August 15 before the regulations prescribing the tenders and copies of forms will be in the hands of all field installations, the Defense Department's announcement said.

"The tenders, containing all pertinent elements of a tariff," it also said "are designed in such a manner as to preclude ambiguities and to provide for a prompt evaluation by the military departments of rates or charges they set forth."

Don't "Tinker" with I.C. Act, Aitchison Advises

"The Interstate Commerce Act is a good law—don't let them tinker with it," was the advice given by Clyde B. Aitchison as he retired from the membership on the Interstate Commerce Commission which he had held for 35 years.

Mr. Aitchison spoke thus at a July 10 session which the commission held to honor him as "one of the most distinguished" members it has had. Following the commission's session, the Association of Interstate Commerce Commission Practitioners took over to pay its respect and to present Mr. Aitchison with an electric typewriter. The association's spokesman was R. Granville Curry, and Mr. Aitchison's response included the announcement that he would become a practitioner, having received from the commission a certificate of practice dated July 14.

In making his plea that there be no "tinkering" with the I.C. Act, Mr. Aitchison made it plain that he did not regard the act as "perfect, or incapable of improvement." He does think, however, that the temper of present times should not become the guide, because "the times are out of joint."

"Those who are dissatisfied or feel they may be benefited by change," he continued, "are most vocal in such times. But it is a mistake to assume that such times have come to stay; we cannot admit that they are without denying our faith in the country. Nor can we in planning for the future treat these abnormal times as the mould into which we must fit our administrative structure. . . .

"Seemingly we are losing sight of the principle that good administration of a poor law better serves the public interest than poor administration of bad or indifferent law. As individuals we may not have responsibility for the shaping of the law, but collectively we determine what is more important, namely, how well it is administered. Some loosening of the joints . . . sometimes is essential. But that is different from the out-and-out scrapping of time-devised and long tested machinery which has worked well, and can be made to work well in the future."

Mr. Aitchison went on to point out that "scrapping" can be accomplished in various ways; and he followed through with a reference to the cutting of commission appropriations in recent years. "One effective means of nullifying a law," he said, "is by the giving of insufficient funds for its proper administration. . . . In the name of common honesty, outright repeal would be preferable to insidiously putting a law to its death by choking off the means for its enforcement."

Meanwhile, Mr. Aitchison recognized that "to an extent fiscal starvation may be overcome by efficiency and intensity of effort." So he urged a revival of "the spirit and verve of what we call 'the old commission.' "

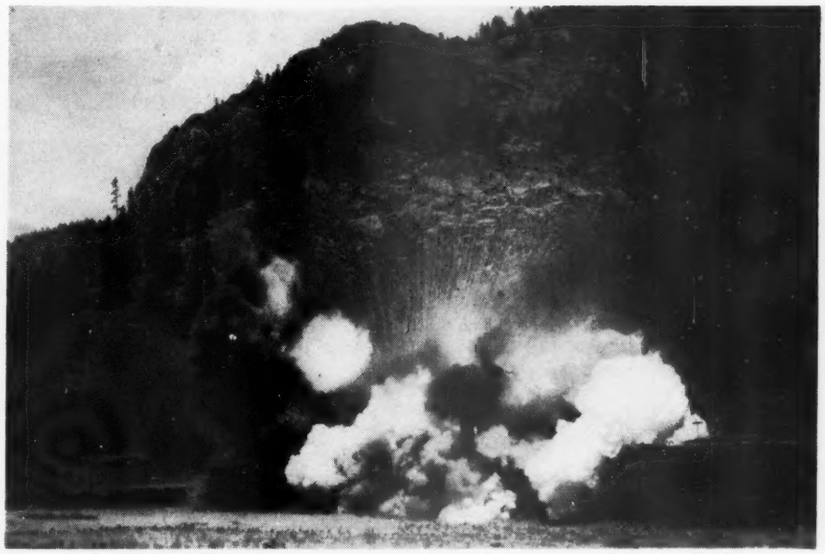
The commission's tribute to the retiring commissioner was embodied in a July 1 letter which was read from the bench by Chairman Alldredge. The letter, which was incorporated into the permanent records of the commission, read in part as follows:

"In coming, with great reluctance on our part, to the end of our official relations, we, as your colleagues, wish to assure you of our esteem, our affection, our admiration, and our gratitude.

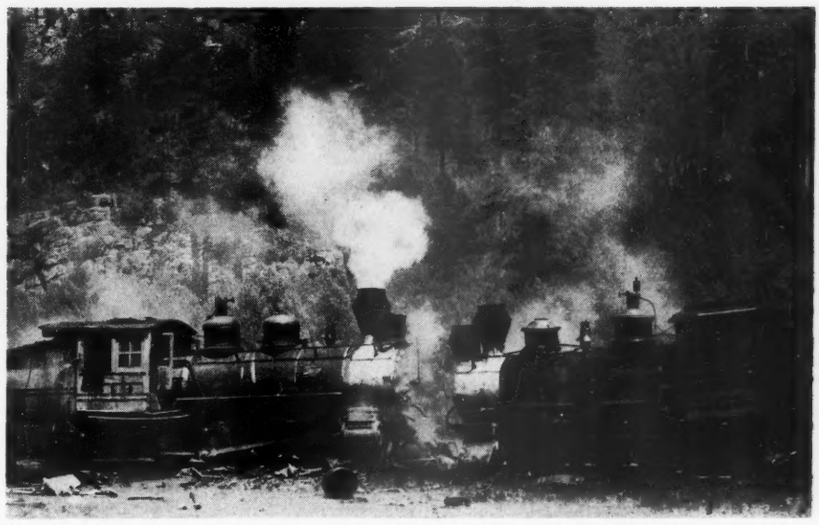
"We shall not here and now attempt to enumerate your manifold achievements or to catalogue your outstanding accomplishments. Suffice to say that in your chosen field of activity none has equalled the length, and none has surpassed the quality, of your service.

"Certain names will always be enshrined high on the Roll of Honor of the . . . commission . . . You are unquestionably one of the most distinguished of the group. . . .

"We honor you, not simply because you have served so extraordinarily long, but because you have served so exceptionally well. With unremitting industry and unflagging zeal you have applied talents of a very high order to the solution of the innumerable problems of transportation regulation. . . . Through it all you have remained a veritable symbol of integrity



A "CORNFIELD MEET," staged with two 70-year-old narrow-gage locomotives and liberal quantities of dynamite, highlights the plot of the motion picture, "The Denver & Rio Grande," now showing at theaters across the country. A quasi-historical depiction of the first main line railroad construction through the Rockies, the film was shot along the D&RGW's spectacular Silverton branch in southwestern Colorado. The valiant little locomotives appear to have survived their ordeal rather well.



and thus have done certainly as much as any other single individual to maintain and enforce the spotless record bequeathed to us by the giants of the commission's earlier years. . . ."

The commission's chief counsel, Edward M. Reidy, spoke for commission employees, voicing the "admiration and respect" they have for Mr. Aitchison. In a highlight review of the retiring commissioner's "many accomplishments," Mr. Reidy listed as "outstanding" "the efficient and expeditious manner in which he has handled the general rate increase cases, petitions for which have been filed all too frequently in recent years."

The crowd attending the ceremonies overflowed one of the commission's large hearing rooms. Those in attendance included members of the commission's staff, practitioners, government officials, and railroad officers. The latter included A.A.R. President William T. Faricy. On the bench with the commission was former Commissioner John L. Rogers, who retired on April 30 on account of ill health. Mr. Aitchison's successor—Commissioner Martin K. Elliott—took his oath of office last week, when Mr. Rogers' successor—Commissioner Anthony F. Arpaia—was also sworn in.

Carloading Figures May Underestimate Traffic

Some "indicators" of railway traffic volume point up carloading figures as tending to underestimate the true volume of railroad business. An article in the latest "Monthly Comment," published by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, presented figures to support this point.

The figures showed percentage changes from year to year for the 1946-1951 period. During this time changes in carloadings were "consistantly and considerably smaller" than changes in revenue ton-miles or revenue tons originated.

In 1951 carloadings were 4.1 per cent higher than in 1950. During the same period, revenue ton-miles increased 9.9 per cent, while revenue tons originated were up 9.1 per cent.

The largest drop in carloadings during the 1946-1951 period occurred in 1949, when they were 15.9 per cent below 1948. That same year revenue ton-miles dropped 17.5 per cent. Revenue tons originated were off 18.6 per cent.

T.C. to Celebrate Tenth Anniversary on July 31

The Transportation Corps, youngest of the Army's technical services, will celebrate its tenth anniversary on July 31. Organized early in World War II, the T. C. had an important role in that conflict. Within a 36-month period it transported more than 7,290,000 soldiers and 126,780,000 measurement tons of cargo to 330 ports and beaches overseas.

After the war the T. C. set up its training program and other activities, with Fort Eustis, Va., as its principal training center. Outbreak of war in Korea confronted the T. C. with new problems where, under generally adverse conditions, it had to move men and materials "whenever and wherever needed."

Major General Frank A. Heileman, chief of transportation, has commended the T. C. on its forthcoming anniversary. Speaking of the "high standard of service rendered," he said the corps "can be justifiably proud and look to the future with full confidence."

N&W to Test Diesel In Freight Service

The Norfolk & Western will test a diesel locomotive in freight service late in August. A spokesman for the road emphasized, however, that the test is "in no sense" an indication that the N&W is planning a changeover to diesel operation.

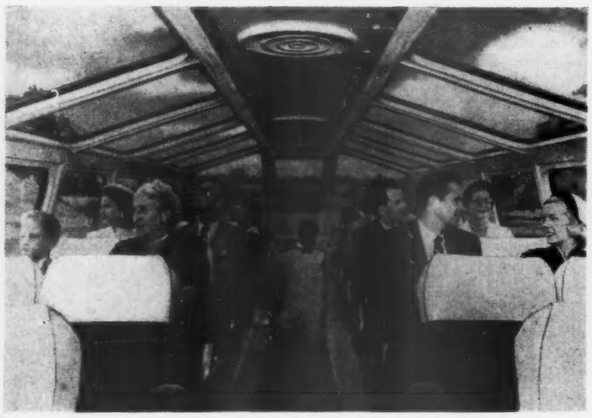
During the fuel shortage created by a miners' strike several years ago, the N&W made extensive tests of diesel locomotives in passenger service, using Southern engines on trains operated jointly with the Southern between Lynchburg and Bristol. "As a result of this test the N&W found no justification for changing from the type of locomotives it regularly used," the spokesman said.

Main line trackage to be used in the new tests extends from Bluefield, W. Va., to North Fork, and includes the new Elkhorn tunnel and the just completed Elkhorn grade track relocation west of the tunnel.

The N&W's new coal burning steam electric locomotive is expected to be under actual operating tests in less than a year. This engine, being constructed by three manufacturers, will have a water tube type boiler in which the working steam pressure will be more than twice the steam pressure carried by the average conventional steam locomotive boiler.

With several other railroads and mining companies, the N&W also is participating in development of a locomotive which will use coal as fuel in a gas

DOME-LOUNGE CARS FOR THE "TEXAS EAGLES"



LEFT—Passengers get a "new look" at scenic highspots along the routes of the "South Texas Eagle" from St. Louis to Austin, Tex., and San Antonio, and the "West Texas Eagle" to Dallas and Fort Worth. Five new "Planetarium Dome" cars, built by the Pullman-Standard Car Manufacturing Company for the Missouri Pacific and the Texas & Pacific, are the first cars of this type to enter daily service in the Southwest. Each seats a total of 83 passengers—42 in coach sections at either end, 24 in the dome, and the rest in lounge sections below.

RIGHT—Coach passengers enjoy the novel "lower level" lounge sections without extra charge. The floor level of these sections is three steps below that of the main coach sections, one of which is visible beyond the railing. The 85-ft. cars are of welded girder-type construction with structural members for underframes, sides, ends and roofs of high strength, low alloy steel. The floors in both the dome and lounge sections are covered with a synthetic rubber material. Seats in the coach sections are rubber-cushioned and have adjustable foot rests.

type combustion turbo-electric drive arrangement, which it is hoped will give considerably higher thermal efficiency than present coal-burning locomotives.

Freight Car Loadings

Loadings of revenue freight in the week ended July 19 totaled 608,957 cars, the Association of American Railroads announced on July 24. This was an increase of 36,570 cars, or 6.4 per cent, compared with the previous week; a decrease of 196,421 cars, or 24.4 per cent, compared with the corresponding week last year; and a decrease of 221,119 cars, or 26.6 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended July 12 totaled 572,387 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, July 12

District	1952	1951	1950
Eastern	93,415	128,426	135,702
Allegheny	85,658	161,719	157,233
Pocahontas	39,289	55,792	56,491
Southern	106,300	119,912	117,168
Northwestern	67,663	131,886	138,584
Central Western	121,991	121,466	121,212
Southwestern	58,071	60,107	63,016
Total Western Districts	247,725	313,459	322,812
Total All Roads	572,387	779,308	789,406
Commodities:			
Grain and grain products	69,880	54,689	58,828
Livestock	5,941	7,325	6,938
Coal	82,357	120,663	128,285
Coke	3,855	15,937	14,380
Forest products	41,180	42,768	46,362
Ore	11,556	88,699	89,076
Merchandise l.c.l.	64,797	68,749	76,686
Miscellaneous	292,821	380,478	368,851
July 12	572,387	779,308	789,406
July 5	447,396	588,159	553,910
June 28	649,172	821,615	783,520
June 21	643,860	832,942	809,971
June 14	631,043	826,883	805,876
Cumulative total 28 weeks	19,555,900	21,285,780	19,228,066

Wiprud to Leave Post Office Department

Arne C. Wiprud, who represented the Post Office Department in the recent railway mail-pay case, will resume the private practice of law in Washington, D. C. He has resigned, effective July 31, as the department's associate solicitor, a position which he accepted in May 1948, to handle the mail-pay case.

SIRT Passenger Service To Continue for 60 Days

The Staten Island Rapid Transit, which is petitioning the New York Public Service Commission for authority to discontinue all its passenger service (*Railway Age*, June 9, page 15), has agreed to continue the service for 60 days, from September 13 to November 13.

The agreement was made at the request of a committee appointed by New York's Mayor Vincent R. Impellitteri, to try to work out a solution of the problem of providing continued passenger transportation on Staten Island. This committee consists of City Construction Coordinator Robert Moses, Corporation Counsel Denis M. Hurley, and Sidney H. Bingham, chairman of the New York City Board of Transportation. In view of the agreement, the Public Service Commission has adjourned until September 17 hearings which it is holding on the railroad's petition.

The original petition requested authority to stop service on July 7, but the commission had previously ordered it continued until September 13, pending hearings.

Tariff Study Group Sends Out Eleventh Questionnaire

The Railroads' Tariff Research Group has sent out the eleventh of the series of questionnaires whereby it is seeking views of interested parties on ways and means of simplifying and otherwise improving tariffs.

Questionnaire No. 11 asks: After the abandonment of a station has been officially provided for in Agent Leland's list, is it desirable that the additional step subsequently be taken of amending each tariff in which that station appears in the index of stations to show that the station has been abandoned?

"Alternative" Mail-Pay Formula Approved by I.C.C.

The Interstate Commerce Commission has approved the so-called "alternative method" for computing terminal charges for mail handling, which was proposed jointly by the railroads and Post Office Department. The commission's approval was embodied in a July 15 order in the mail-pay case—No.9200.

The "alternative method" was developed for use in computing amounts due the railroads for terminal services on mail during the period from January 1, 1951, to June 30, 1952. It was developed when "serious difficulties" were encountered in connection with use of the method prescribed in the commission's 1951 mail-pay decision. (*Railway Age*, June 23, page 86.)

Pick-Up and Delivery Cases Discontinued

The Interstate Commerce Commission has discontinued its six-year-old investigations of pick-up and delivery services by railroads and motor carriers.

The investigations were No.29555, Pick-Up and Delivery Services by Railroads, which was instituted by a commission order of June 10, 1946; and No. MC-C-542, Pick-Up and Delivery Services by Motor Carriers, which was instituted by an order dated October 7, 1946.

The order which discontinued the inquiries was dated July 7 and made public last week. It mentioned a motion seeking the discontinuance which had been filed by the National Industrial Traffic League and supported by "numerous other parties." It also said that there appeared to be no good reason for continuing the inquiries, conditions having "changed substantially."

CAR SURPLUSES, SHORTAGES

and shortages for the week ended July 19 were announced by the Association of American Railroads on July 24 as follows:

	Surplus	Shortage
Plain Box	9,086	915
Auto Box	754	0
Total Box	9,840	915
Gondola	9,687	275
Hopper	19,309	236
Covered Hopper	27	4
Stock	1,533	45
Flat	59	39
Refrigerator	3,297	0
Other	698	10
Total	44,450	1,524

Average daily freight car surpluses

CNR Tests New Type of Mechanical Reefer

A new type of mechanical refrigerator car, said to be the first of its kind in North America, has been completed by Canadian National shops at Montreal. On running tests, which are scheduled to begin immediately, company officers reportedly expect the car's mechanical refrigeration equipment to maintain an interior temperature of minus 10 deg. F., which is considerably below the temperature normally obtained in standard ice refrigerator cars.

A. C. Melanson, chief of motive power and car equipment of the CNR, said the car is the first of its type to be built with refrigeration equipment

J. L. Townsend, CNR general supervisor of perishable traffic, left, and W. J. Hart, chief draftsman, examine the car's diesel engine and electric generator which, for convenient servicing, can be swung out from under the car on a specially designed suspension gear.

suspended beneath the car body—an innovation made possible by suspension gear and an air circulating system both designed by engineers of the railroad's car department.

The new car can also be heated when necessary, by transferring power from the cooling equipment to a bank of electric heaters in the ceiling.

Southern Rate Pact Effective August 28

The rate-procedures agreement entered by southern railroads and the Pullman Company under provisions of the Reed-Bulwinkle Act, which is now section 5a of the Interstate Commerce Act, will become effective August 28.

Division 2 of the Interstate Commerce Commission fixed that effective date in a recent order which approved the pact as modified by amendments called for in the October 18, 1951, report whereby the division approved it conditionally. (*Railway Age*, October 29, 1951, page 49.) The proceeding involved was docketed as Section 5a Application No. 6.

Congressional Group to Hold Hearings on Pensions

Public hearings in connection with the Senate-House study of the railroad retirement system will be held in Washington, D. C., August 5 to 7, inclusive.

This was announced on July 23 by the chairman of the Joint Congressional Committee on Railroad Retirement—Senator Douglass, Democrat of Illinois. The study is being made pursuant to a resolution (S.Con.Res.51), which was adopted last October. The joint committee consists of three senators and three members of the House. The latter include the committee's vice-chairman—Representative Beckworth, Democrat of Texas.

The Douglass announcement said that the program for the hearings called for presentations on proposals to liberalize the Railroad Retirement Act's benefit provisions; the financial status of the railroad retirement fund; and the system's relationship to the general social security system.

U. S. Chamber Names New Transport Committee

Four railroad presidents and A. L. Hammell, president of the Railway Express Agency, are rail-carrier representatives on the 1952-53 Transportation and Communications Committee of the Chamber of Commerce of the United States.

The railroad presidents are John W. Barriger of the Chicago, Indianapolis & Louisville; Walter S. Franklin of the Pennsylvania; A. E. Stoddard of the Union Pacific; and John E. Tilford of the Louisville & Nashville. Other members of the 38-man committee include representatives of the other agencies of transportation and 11 "shipper and public representatives." Evans A. Nash, transportation consultant of Oklahoma City, Okla., who was the 1951-52 committee's chairman, continues in that capacity with the new committee.

He issued a July 23 statement announcing that the new committee would hold its first meeting September 17 and 18 in Washington, D. C. The statement also said that "much of the committee's work will be carried on through six subcommittees." These subcommittees, their chairmen, are:

Highway—Robert H. Walker of Boyd, Walker, Huiscamp & Concannon, Keokuk, Iowa.

Tax—Ralph Bogan, executive vice-president, Greyhound Corporation, Chicago.

Social Problems—President Tilford of the L&N.

Government Economy — Charles Dearing, senior staff member, Brookings Institution, Washington, D. C.

Single Transport Agency—Charles H. Beard, general traffic manager, Union Carbide & Carbon Corp., New York.

Labor Problems—A. K. Scherer, Scherer Freight Lines, Ottawa, Ill.

Teamsters Union Would Block Rail-Trailer Service

A suit brought by the New York, New Haven & Hartford against the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers, A. F. of L., was scheduled for court hearing in Boston, Mass., on July 24.

The suit, which is for $100,000, charges the teamsters union with unlawful "secondary" boycott and "conspiracy" to force truck operators to move their vehicles by highway instead of taking advantage of the New Haven's special flat car service for highway trailers between Boston and Springfield, Mass., New York, and intermediate points. Judge John E. Swift of the Massachusetts Superior Court has already issued a temporary restraining order forbidding the union to picket the railroad yards where the flat cars are loaded and unloaded at Boston.

There is no labor dispute involved and the union has conceded that its effort to prevent use of the railroad's service is not primarily directed against the railroad, as such, but against the truck operators with which the union has contracts. These contracts specify that the truck operators can give the railroad only excess business for which they do not have available drivers, but the union contends that they have been far exceeding this limit and thereby taking work from union truck drivers. In an effort to prevent this Local 25 of the union had been picketing the New Haven yards until restrained from doing so by court order.

(Continued on page 47)

STEAM POWER came to the rescue of the Okonite Company's Wilkes-Barre, Pa., plant in early June, when the national steel strike hit in an unexpected direction. At Wilkes-Barre, Okonite purchases steam for its process work from the adjacent plant of the American Chain & Cable Co. When the latter stopped work because of the strike, the Okonite plant, in turn, was faced with a shutdown. But Ray Eaton, resident manager and plant superintendent for Okonite, was equal to the occasion. By borrowing a steam locomotive from the Pennsylvania, and having it connected to the plant's regular steam lines, he was able to obtain enough steam to continue vulcanizing and insulating operations. This picture of the borrowed locomotive shows Mr. Eaton in the cab, and, in the gangway, E. D. Youmans, Okonite vice-president in charge of production and research.

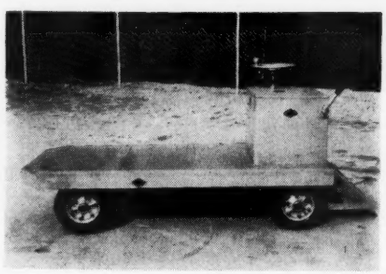
Rigid-Tex Metal scuff panels as applied in a suburban passenger coach.

Scuff Panels for Passenger Cars

New York Central multiple-unit passenger cars are equipped with Rigid-Tex Metal (Pattern 5-WL) scuff panels at both ends.

These permanent, three-dimensional design-strengthened panels are said to add to the beauty of car interiors; to require no maintenance except simple cleaning to keep them looking new and bright; and to need no painting and polishing. The surfaces are also said to have added decorative value, without glare, and increased flexural rigidity that means added strength, and permits gage reductions.

Rigid-Tex Metals are made by the Rigidized Metals Corporation, Buffalo 3, N.Y.

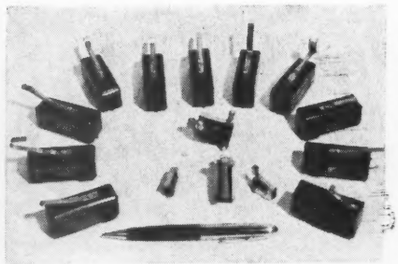


A burden carrier, powered by a 3.1-hp. Briggs & Stratton engine is now being produced by Consolidated Industries, Inc., West Cheshire, Conn. The loading surface of the platform is 21 sq. ft. Tires are 4 in. by 8 in., pneumatic, and are mounted on cast aluminum wheels. Speed range of this chain-driven vehicle may be varied by a choice of sprocket sizes. The unit is equipped with oversize disc brakes, foot-operated accelerator and single lever transmission control.

Electric Folding Machine

An electric machine which can fold up to 5,000 sheets per hour, is marketed by Pitney-Bowes, Inc., Stamford, Conn. The model "FH" can be set up in about one minute by means of a measuring rule and the adjustment of two indicator knobs. It feeds and stacks from the same end. Sheets are stacked in the hopper and lightly moved by finger to feed rollers where the electric machine folds automatically.

The "FH" can perform two parallel folds in one operation and can make any one of eight basic types of folds, handling a wide variety of paper sizes and weights. The machine can handle duplicating, bond, ledger, book, coated and uncoated papers in sizes ranging from 3 in. square to 8½ in. by 14 in. The machine itself is 12 in. wide, 7¼ in. high and 22½ in. long, including the detachable stacker.



Precision Miniature Switches

Precision miniature switches that will open and close as many as 100 million times are now being manufactured by the Micro Switch Division of Minneapolis-Honeywell Regulator Company, Freeport, Ill. They employ a new type of alloy known as Armco 17-7 PH (precipitation hardening) stainless steel.

Operating clearances in these switches are often critically small, and even a slight change in position of the actuator may render the switch useless. Drift characteristics of 17-7 PH stainless are reported to be superior to any other material tested. Switch life has also been greatly lengthened because of the exceptional flexure endurance of the metal. Another advantage is marked corrosion resistance.

Some standard types of stainless steels, while durable, have poor spring characteristics when soft enough to form properly. They take a permanent set after relatively few operations. Other standard types of stainless with good spring characteristics will crack when severely worked. The 17-7 PH stainless has solved these problems, according to the manufacturer.

A readily detachable combination snow plow and salt bin attachment which clamps on the forks of this truck is being offered by Yale & Towne's Philadelphia Division, Philadelphia 15, Pa.

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HOW MUCH SHOULD RAILROAD PEOPLE KNOW ABOUT POLITICS AND INFLATION?

A group of railroad men not long ago were discussing the handicap which the industry suffers from not being able to increase its rates promptly in response to the inflationary rise in costs. One of the number created somewhat of a diversion by asking: "Why not, instead of trying to escape the symptoms of inflation, aim at getting a real cure by stopping inflation itself?"

This question didn't provoke extended response because not many of the participants felt qualified to discuss a subject so far beyond the limits of their confident knowledge. But the question was appropriate and timely. We have become a nation of specialized people—knowing a lot about day-to-day living with our immediate problems, but having little certain knowledge about fundamental political issues. Yet it is from the mishandling of these basic issues that most of our economic grief arises.

Need for Firm Convictions . . .

Thousands of people know practical ways of minimizing loss in effective income for themselves as inflation marches on. But there are mighty few people with firm convictions about such positive cures for inflation as making gold money available again, or putting a constitutional "ceiling" on the income tax. Surely the possession of certain knowledge—and willingness to speak and act on such knowledge—regarding these basic questions is an essential part of the equipment of an effective business leader.

Where people have not taken the trouble to acquire basic information about such fundamental questions as inflation, or the "union shop," or the "redistribution of wealth" through unequal taxation, they usually act on impressions. If they hear a few radio commentators express positive opinions about these questions, or see a few clever cartoons on such subjects, they are tempted to form hand-me-down attitudes—attitudes which might be quite different from those they would have reached if they had done their own thinking.

Take the question of redistribution of income—by heavy taxation, especially of the larger incomes, to provide a lot of free services for the allegedly "underprivileged." Hardly anybody today has the courage to take a firm stand on principle against this widespread practice—yet it is demonstrably wrong, not only economically but ethically as well. This has been clearly proved by an able Frenchman, Bertrand de Jouvenel by name.*

The author traces the inception of this fallacious trend back to the beginning of so-called "progressive" taxation (the higher the income, the higher the tax ratio) in the regime in England of Lloyd George (1909-10). It was this politician, also, who started the governmental handouts now known as "social security." Like all mischief, the practice spread rapidly and soon crossed the Atlantic. Economically, such taxation is undeniably harmful—in that, for efficient producers, it makes "each increase of effort less rewarding than that which preceded it—at the same time lowering, by the provision of benefits, the basic effort necessary to sustain existence." The process must invariably, therefore, tend to retard the pace of production and of total economic well-being.

But such coercive "redistribution" is not just economically wrong, it is ethically wrong too—if for no other reason than the fact, as de Jouvenel observes, that "police powers are at their greatest where the destruction of private property has been most completely achieved." Thus, "redistribution" tends to bring on

*The Ethics of Redistribution, published by Cambridge University Press, 32 East 57th street, New York, price $1.75

police government—the exact opposite of freedom. If freedom is an ethical objective and slavery is the contrary, then any process which restricts freedom is, from that very fact, an evil.

De Jouvenel does not defend luxurious living by the rich while the poor are permitted to starve—but coercive taking from the "haves" in order to give to the "have-nots" isn't ethical either. Furthermore, as this author shows, "redistribution" does not stop merely with mulcting the rich to give to the poor—instead the process goes on until the poor themselves are heavily taxed to enable government continually to increase the "benefits" it hands out. When this happens, the poor themselves are denied the things their tax money would buy—in order to pay for the "benefits" that the politicians choose to give them.

Where economic activity gets more and more into the hands of the politicians, the people get more and more of the things the politicians want them to have—and less and less of the things they themselves would prefer. Nobody has yet been able to prove that the politicians are better judges of such questions than people are themselves. And, if all incomes were approximately equal, Mr. de Jouvenel asks: "Who could buy paintings? Who even could buy books other than pulp?" Continuing, he asks in substance: If $10,000 heretofore spent by 2,000 buyers of a book representing original research is henceforth spent by 40,000 buyers of 25-cent books, what will come of the social progress which the more expensive book would promote?

The author proceeds to point out that socialists do not object to higher-than-average living standards. They do not begrudge expensive laboratory and library facilities for the research-worker employed by some state institution, but they would deny to the individual researcher the opportunity to earn an income which would permit him to provide similar facilities at his own expense. "Redistribution," in short, is fraud—it is "far less a redistribution of free income from the richer to the poorer, than a redistribution of power from the individual to the state."

. . . And Informed Leadership

America and the whole world are in grievous trouble because so few people in positions of leadership in any country are willing to inform themselves in the principles necessary to long-run prosperity and social progress; or are willing to conduct themselves in accordance with these principles, even if they do know them.

The foregoing is not being written by a Jeremiah who believes the country is going to hell in a basket. There are in this country thousands of honest and intelligent business leaders, and the railroads have their full quota. The country's salvation lies with such people—by their applying to such fundamental questions as inflation, taxation, government spending and union policy, the qualities of intellectual and moral integrity which they apply to the immediate problems of their own businesses. Business experience often develops these high qualities—political or union leadership seldom does. But business leadership cannot save the nation without first putting forth the effort to acquire resolute opinions, based on factual information, about the fundamental issues with which national policy is involved.

WHERE DO MOST HOT BOXES OCCUR?

Several years ago an article appeared in *Railway Age* describing some unusually high mileages attained between hot boxes on one road with a group of merchandise cars of above-average design and construction. In discussing these results with some experienced car men from another road who were familiar with both the design of these cars and the conditions under which they operated, an interesting opinion was stated.

The man who drew the conclusion was a car foreman, and he said that the major share of the credit for the hot-box-free performance was due to the light loads carried in the special merchandise cars. He said that his road did not have hot boxes on empty cars, or near-empties either.

At the time there seemed reason for carrying this line of thinking one step further; if this were true, why not go to the next larger size journal on all cars? In other words, on cars that had a load capacity that utilized 5-in. by 9-in. journals, change over to 5½-in. by 10-in. On the next size car, increase the journal size from 5½-in. by 10-in. to 6-in. by 11-in. If necessary, increase the journals by two step sizes.

This would, obviously, result in a bearing load condition comparable to that on a car with present-size journals and only lightly loaded. Perhaps here could be at least a partial solution to the hot-box problem.

Lately, however, a couple of roads have been delving into their hot-box statistics, and the picture is no longer so clear nor the solution so neat and simple. While the majority of hot boxes occur on loaded cars, the ratio of hot boxes on loads to those on empties may not be any greater than the ratio of loads to empties. In other words, there may be just as many hot boxes per car-mile on empties as on loads.

Thus the situation seems thoroughly confused. But there are two lessons to be learned. One is that decisions based on incomplete information are no better than guesses. Another is that long-accepted opinions are not always right.

Does it not seem advisable for all roads to study their own hot boxes and the conditions under which they occur? The more information there is available, the better the chances for solving the problem, no matter how little or how much bearing the new information may at first seem to have on the situation.

"Railroads could probably increase rather than reduce their average revenue per ton-mile by reducing all 'paper rates' sufficiently to convert them into rates which actually move traffic."

Rate "Ceiling" at Truck Costs Would Greatly Increase Revenues

Where "inherent advantages" are the railroads', their interest and the public's require competitive pricing

By JOHN W. BARRIGER
President, Monon

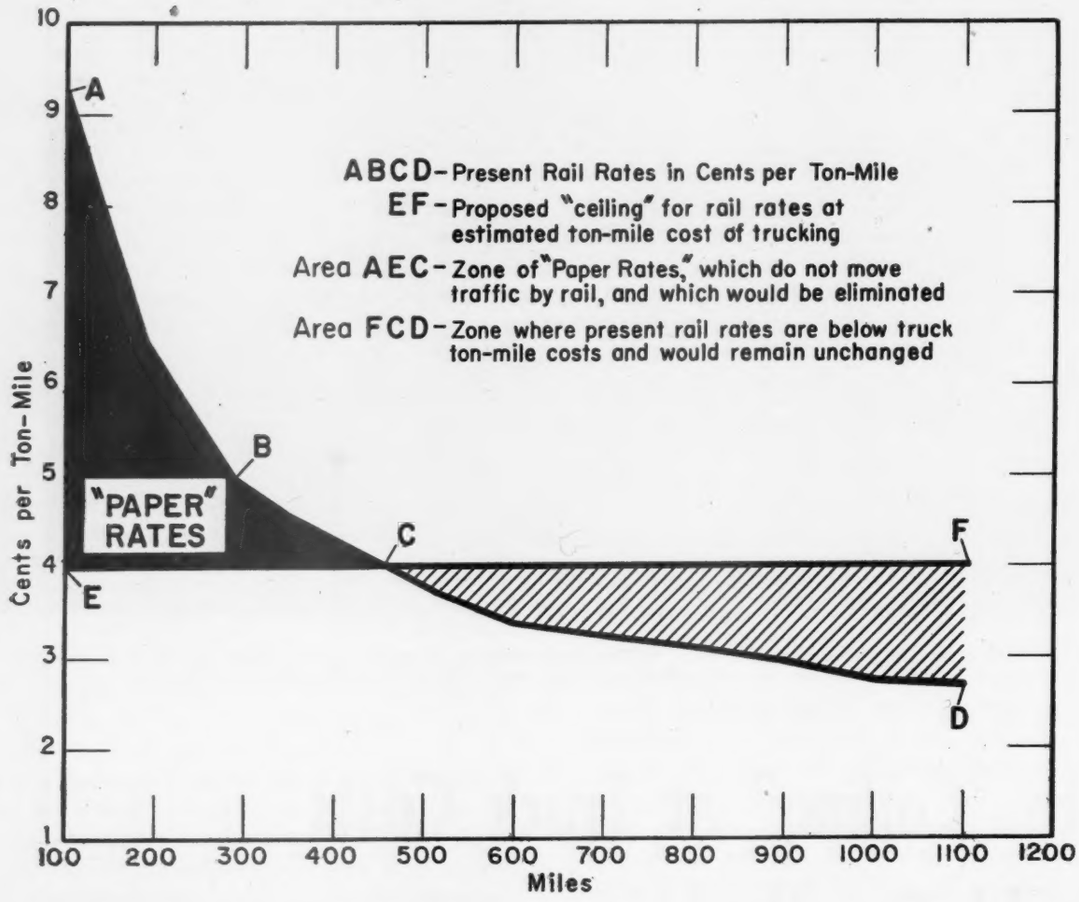
This proposal of Mr. Barriger's is published with the full knowledge that such publication risks the misinterpretation that either Mr. Barriger or this paper, or both of us, are not wholly in accord with the position of the railroads in the Ex Parte 175 proceeding. Such a conclusion would be completely in error. Mr. Barriger's proposal lies in the sphere of long-run rate theory and pricing policy and conflicts in no way with the justification and necessity of getting additional revenues quickly by what is at present the only practicable way of getting them, namely by general rate increases. No doctor in his right mind would throw away his iodine until sure by extended trial that his penicillin will work.—*Editor.*

The railroads could regain all except the short-haul business (i.e., under 100 miles) which they have lost to motor trucks for price reasons if they would place a definite "ceiling" of four cents (or whatever limit careful analysis indicates to be the proper one) per ton-mile on freight charges. The rate equivalent of this per-ton-mile basis would be computed by the short-line mileage but be applicable to all open routes. It would constitute the tariff representing the maximum per-ton-mile charge for any article or commodity (with leeway for exceptions for light-loading traffic or that otherwise costly to handle). This maximum unit rate basis would be applicable to all destinations over 100 miles distant, in car-

This article is an abridgement for *Railway Age* by Mr. Barriger of an address he made to the Pacific Railway Club last March.

WHAT MR. BARRIGER PROPOSES

(in rates applicable to a typical heavy-loading commodity)



load lots, with the presently established weight minima.

This suggestion for a per-ton-mile ceiling on freight rates is made for the purpose of leaving all rates unchanged that already hold ton-mile revenues within the range where the railroads have a competitive price advantage. Adoption of this proposal of a ton-mile revenue ceiling would wipe out the embargo which the railroads have themselves placed on their highest rated freight. This business has been lost to the railroads, not because of any operating economies of the trucks, but only through the rigidity of railway rate relationships and regulatory policies which are long overdue to be awakened from their Rip Van Winkle sleep.

An established top on the ton-mile revenue equivalent of freight rates would automatically protect the railroads against the traffic losses of past and future horizontal freight rate increases which have exposed, or will expose, additional freight to truck diversion. This proposal would answer objections that past and future percentage advances may "price railroads out of the market" for some of their traffic. A four-cents-a-ton-mile maximum would not reduce charges which are now used in the movement of any considerable volume of business, but would wipe out that great mass of "paper rates" which railroads publish to their own undoing.

If this proposal should be adopted, it would bring traffic back to the rails in such large volume and so fast that it would keep them busy trying to get cars enough to handle it all. But what would be only a temporary embarrassment. It would reverse the unhappy prospect now confronting the railroads of watching the increasingly active preparations of nearly all industries to move larger tonnages of freight over the road. It might reduce the clamor of the trucking and allied interests for the public to build the superhighways that are needed to fulfill their ambitions to capture the additional traffic they covet and which now moves by rail.

Railroad Men Appreciate Responsibility

Railroad men are deeply indoctrinated with the significant fact that their industry ranks first in magnitude among all forms of corporate activity, vitally interlaces the nation's economic and social life, and is also a major component of defense. This leads them subconsciously to assume that the indispensability of their service will eventually insure their receiving the public cooperation necessary to correct the unfair conditions which now handicap optimum development of these carriers. It is true that a more understanding public attitude is grad-

"The public is being denied the 'inherent advantages' of railroad transportation, not only because regulation discriminates against the railroads, but because the railroads themselves do not reflect their 'inherent advantages' in their rate structure."

ually appearing, and some day the present serious competitive and regulatory handicaps will be removed. Nevertheless, the railroads dare not wait for this to occur, but must proceed immediately with resourcefulness and energy to stop the erosion of their traffic by means already at their disposal.

Favorable public relations and effective publicity are as necessary to good railroading as modern equipment. Publicity, addressed to the general public, must make the most of the railroads' praiseworthy accomplishments. But railroad men themselves ought to be deaf to such words of praise, lest they be lulled into complacency. It is well for others to believe such statements, for they are true, but the subject himself must never do so or he may meet the tragic fate of Narcissus, a young man in Greek mythology who perished from a bad attack of self-love.

Railroads must be ever on guard against becoming a mutual admiration society and thereby overlooking their own faults, or excusing them, in the belief that they are wholly the result of unfair or unpropitious external circumstances which lie beyond their control. No ball player or prize fighter wins victories this year on last year's performances, no matter how fine they were. Every new match is an individual encounter; a home-run yesterday only makes a strikeout today the more dismal by comparison.

I have spent a good deal of time during my six Monon years working as one of its traveling freight agents selling railroad service. Like all railroad men who come in direct touch with patrons, I am personally and painfully aware of the growing inroads of motor trucking upon rail traffic. Industries are steadily enlarging the areas within which they receive and distribute most of their freight by highway.

In order to learn more about this important subject I have capitalized every opportunity to inquire into the reasons why (other than short-haul) tonnage moves over our highways. This entails comparative analysis of overall transit time, transportation charges, especially of contract or exempt truckers (and we all know the jokers there), of costs of private haulage, economy of packing and incidental shipping expenses and frequency of occurrence of loss and damage; and its usual extent when such misfortune happens. Information of this type gained over a considerable period of time from sampling the competitive transportation situation in many parts of the country is proof positive of the increasing extent to which traffic has been completely captured by, or is becoming seriously exposed to, motor truck competition.

The more I have informed myself about this situation, the more I have become convinced that the railroads must take steps to correct it now—without waiting for the slow process of remedial legislation. I am also increasingly struck by the paradox that the railroads, which sell their services at an average price of less than 1.5 cents per ton-mile, should find themselves at a serious competitive disadvantage against rivals who, with all the arbitrary advantages they enjoy, still cannot produce transportation at a cost less than twice the average ton-mile revenue the railroads receive. This basic circumstance, which is wholly related to railway pricing practices and not to their cost characteristics, exposes the Achilles heel of the motor trucks. The public is being denied the "inherent advantages" of railroad transportation, not only because regulation discriminates against the railroads, but because the railroads themselves do not reflect their "inherent advantages" in their rate structure.

There probably is no freight that moves by truck for distances of 100 miles or more which the railroads could not afford to haul for less than the tariff charged by the highway carrier, or cost to the private producer of his own transportation, and make a better margin of profit out of this business than they do from most of the traffic which they now haul. Railways lose (other than short-haul) traffic to the highways only because existing regulatory practices and procedures prevent them from quoting the prices necessary to regain it without broadening the rate reductions required to do so into general downward revisions, covering tonnage which is in no danger of being lost to the rails.

Could "Paper Rates" Be Reduced?

Published railway rates that are above truck charges or costs are so seldom used by freight that goes by rail that they have little if any influence on "average revenue per ton-mile." Thus the paradoxical situation has developed whereby the railroads could probably increase rather than reduce their average revenue per ton-mile by reducing all "paper rates" sufficiently to convert them into rates which actually move traffic. Of course, the catch lies in whether regulatory authority would permit reductions in "paper rates" without trying to enforce similar reductions in rates which are actually moving freight. But the attempt ought to be made, anyhow. They can't shoot you for trying.

Premium rail rates on short and intermediate hauls for certain classes of traffic were logical prices at one time, but not now. These presently uncollectible charges for unused rail service are quite as necessary to protect motor truck transportation as the latter's highway subsidies.

Every rate published in a railroad tariff that represents a charge of four or more cents per ton-mile on hauls of 100 miles or longer provides a happy hunting ground for the motor transport industry. There is no reason why the railroads should, voluntarily, continue to provide such an umbrella for their rivals.

Restrictions inherent in present rate-making practices are the most serious single force hobbling the railroads in their efforts to hold existing traffic and broaden their operations and usefulness. But another cause of traffic diversion to the highways is their reduced transit time and the trucks' frequently better punctuality of delivery. Save in the case of perishable commodities and cars receiving special attention, all too small a proportion of the total volume of railroad freight is delivered on the date called for in advertised schedules.

The second function of railway freight transportation is to move articles of commerce efficiently, measured in terms of the time, labor and materials consumed in the movement. Technological improvement has accomplished outstanding achievements in reducing the quantities of labor and materials required to produce train-miles and ton-miles, but equal progress has not been made in shrinking the time consumed by cars in transit. The delay is due mostly to prolonged layovers in yards and terminals. If the distance that freight travels between origin and destination is divided by the number of hours that it is in the custody of the carriers, the resultant rate of rail movement will usually be found to

be so embarrassingly small that I dislike to say what it is.

In 1950 freight cars spent only 2 hours and 47 minutes out of each day of that year in movement over the road. The remaining 21 hours and 13 minutes were spent standing still in yards and shops and on sidings and on interchange, industry and freight-house tracks. The relative proportions of the time were 11.6 per cent and 88.4 per cent, respectively. Decades of effort have failed to bring about significant improvement in these relationships.

Better railway freight service is less a matter of providing faster running time and even of "making schedule" over the road, as important as these factors are, than of making certain that each loaded car moves through from origin to destination on the combinations of trains and of switching and transfer runs which represent fulfillment of the advertised transit time. When a traveler plans a trip, he knows that, barring unforeseen contingencies which are of relatively infrequent occurrence, an itinerary based on current passenger timetables will be fulfilled and he will reach his destination on the train he plans to use and at the expected arrival time or close to it. The same dependability, unfortunately, cannot be claimed for freight movement, except for perishable and some forwarded and merchandise freight.

Dissatisfaction with one railroad component of an interline route is apt to cause all of the others to lose the business too. That fact gives each carrier great responsibility to the entire industry and makes every carrier its brother's keeper.

Loss and damage to freight is another danger zone in which railroads are vulnerable to the comparative performance of their rivals. There is no question that it is a simpler matter to control the movement of a single continuously attended automotive vehicle in such a manner as to avoid damaging shock in transit than it is to protect a freight car against rough handling. Heavy loads in motion represent forces that can readily harm freight if it is not well packed and stowed and the engineers and switchmen are not continually alert in the proper performance of their duties.

America has great railroads and able railroad men. Recognition of both facts should quicken perception of all inadequacies within railway plant and equipment, as well as poor performance wherever it occurs and lack of alertness to pricing opportunities in merchandise service. The human and material components of every American railway run the gamut between extremes. There is much that is unsatisfactory even though the average is good. Overall successful administration requires continuous correction or elimination of sources of weakness concurrently with strengthening and extending and promoting that which represents the best. The men in all ranks who staff every large railroad possess in the aggregate the qualities and experience and knowledge and energy which are necessary to carry their company on to success. It remains for management continuously to marshal these latent intangible assets so effectively and understandingly that they will carry the enterprise on to full achievement of the goals of executive policy.

Letter from a Reader . . .

"Why Atlantic City . . .?"

Chicago

TO THE EDITOR:

Your editorial "Why Atlantic City for 1953 Conventions?" in your June 16 issue, is so highly apropos that it should attract wide and general attention within the ranks of the Association of American Railroads, as well as those of the Railway Supply Manufacturers Association.

Our small organization was one of those exhibiting at the latest convention held in Atlantic City in 1947; and the cost represented practically all of the funds which could be appropriated for standard publicity methods. Like many of our contemporaries, we feel that the same amount of money spent at Atlantic City would have been spent with far better effect through salesmanship and trade paper advertising.

There is one point which could be made, upon which you have not touched in giving the registration figures of 1947. A committee member, running down to Atlantic City from New York, Philadelphia, or other Atlantic Coast neighboring cities for a few hours to attend his committee meeting or meetings, would have the same position in the registration list as those coming from the Far West for the full period of the convention.

We wonder if half of the 979 mechanical division officers registered had time in Atlantic City to visit the exhibits with thoroughness. It seems self-apparent that about two-thirds of the 3,300 members of the supply association registered would have been far more effective in the field at large. This would mean that the super facilities in hotel and other accommodations of which you speak, in Atlantic City, are really not necessary; and that an exhibition convention could be held in some more central or mid-continent point, as for instance Chicago. In such case, it would be quite simple to combine, in the interests of economy, the exhibits intended for the Allied Railway Manufacturers Association, which association has already taken remarkably successful steps in that direction.

In your last paragraph, you make the statement that in case of another Atlantic City convention and inadequate attendance, no one could reasonably expect that such a large-scale effort should again be undertaken. Yet 1947 was the first Atlantic City convention since 1937; and it would not seem that the small attendance of railway officers could be charged to the assumption that 1947 was simply not a convention-conscious year.

It should be kept in mind that many of the smaller railway equipment and supply companies are promoting some of the most modern and newly designed devices, and they must expect assurance of a very broad opportunity to exhibit these devices to interested railroad officers to justify the large relative proportion of the cost of exhibiting.

L. F. WILSON
President, Wilson Engineering Corporation

[We are fully sympathetic to Mr. Wilson's point of view. Manufacturers cannot afford to spend the money these large exhibitions cost unless they are well attended by large numbers of railroad men who are seriously interested in acquainting themselves with what the exhibitors have to show. It is our sincere belief, based on considerable affirmative information, that it is the intention of railway managements to encourage a large attendance by railway men at the Atlantic City meetings next year. Inquiry among railway men by Mr. Wilson and other interested manufacturers during the next few weeks and months should definitely establish to their satisfaction whether or not the information we have is correct. To the best of our knowledge the June meeting next year will be the first one in history in connection with which an A.A.R. member road meeting has been scheduled.—Editor].

For demonstration purposes, one of the new reflectorized crossbucks is shown here mounted below a standard white painted crossbuck of the type previously used.

Reflectorized Crossbuck Signs...

How They Are Made, and Why, on the B&O

Reflectorized railroad crossing signs, which motorists can read by night at distances up to one-fifth of a mile, are being erected by the Baltimore & Ohio at approximately 1,100 crossings in West Virginia. In accordance with a new state law, the reflectorized signs will replace all of the conventional painted signs at crossings in that state, not only at highway crossings but at street crossings in towns and villages.

Extent of Visibility

It is pointed out on the railroad that its action in West Virginia goes well beyond the requirements of the law in that the entire face of each sign is being made reflective, thus achieving maximum visibility at night for motorists as they approach the crossings. The glow, or reflectorization, is obtained by the use of silver Scotchlite reflective sheets, which are reported to be more than 220 times brighter than white paint at night and which were selected following extensive tests of various reflectorizing materials and paints.

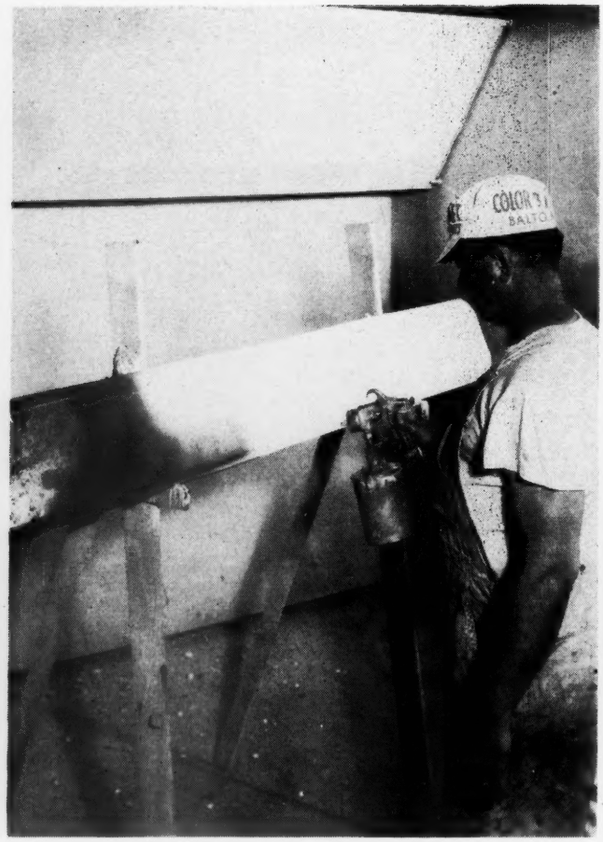
The motorist first will see the characteristic crossbuck shape of the sign at a distance which may be up to half a mile at night, depending upon how much of the approach to the crossing is by direct line. The lettering on the signs will not be visible at that distance, but when the motorist approaches to within about 1,000 ft. he will be able to read on the crossbucks the words "RAILROAD CROSSING." The words themselves will glow in the darkness, as will the entire sign.

In general charge of the sign-substitution program on the B&O is R. C. Slocomb, engineer roadway and track, Baltimore. The program was instituted in February 1951, and by December, as required by law, reflectorized signs had been installed at about 500 primary and secondary road crossings to replace conventional painted signs.

In addition the railroad intends to install such signs at about 640 additional crossings, even though the law does not require that these crossings have reflectorized warnings. This work, which is regarded as desirable from the standpoint of standardization, is now in progress.

The B&O is also reflectorizing crossbucks at selected

Putting a bead on a 12-gage crossbuck sheet by means of a reforming machine at the road's Mount Clare shops. The bead is necessary to stiffen the 9-in. by 72-in. sheet.



White enamel undercoater follows an oxide primer coat of zinc chromate. After thoroughly drying, the undercoater is followed by a coat of white enamel.

COST OF REFLECTORIZED CROSSBUCK SIGN

	Material	Labor	Total
Operations at Martinsburg shop	$1.69	$3.45	$5.14
Operations at Mt. Clare shop	6.45	2.71	9.16
Shipping and handling, Mt. Clare	—	3.35	3.35
Engineering and supervision, Mt. Clare	—	1.12	1.12
Cost of wood post	8.00	—	8.00
Cost to install	—	8.23	8.23
Total cost, one post and crossbuck in place	$16.14	$18.86	$35.00

crossings in the other 12 states in which it operates, is using reflectorized-sheet signs to identify various terminals, and is experimenting with reflectorized wayside signs. Currently about 100 of the latter signs, triangular in shape, have been installed between Washington and New York, and are visible to enginemen at distances up to half a mile, depending upon weather conditions. The road's operating department has been favorably impressed with the new reflectorized signs, according to Mr. Slocomb. He said the company expects "little or no maintenance problem" in connection with the new signs since it is felt there is nothing about them that youngsters would be tempted to remove and the reflectorized sheeting probably is no more attractive as a rifle target than is a painted sign.

Manufacturing Procedure

The reflectorized signs used on the B&O are made in the railroad's sign shop at Mount Clare shops, Baltimore. Costs have been kept down by mechanizing manufacture as far as possible. The crossbuck blades are made from 12-gage sheet iron plate. The plate is shipped from the mill to the B&O's Martinsburg (W.Va.) shop, where the blanks are cut out to the proper size, approximately 73 in. by 10 in., with the corners rounded on a 3-in. radius. The blanks are then shipped to Mount Clare, where fabrication is completed by the following operations:

1. Formation of a ¾-in. bead around the edges of each plate by running it through a reforming machine. This bead stiffens the blade against the bending force of the wind. The finished size, out to out, after beading is 72 in. by 9 in.

Three Paint Coats

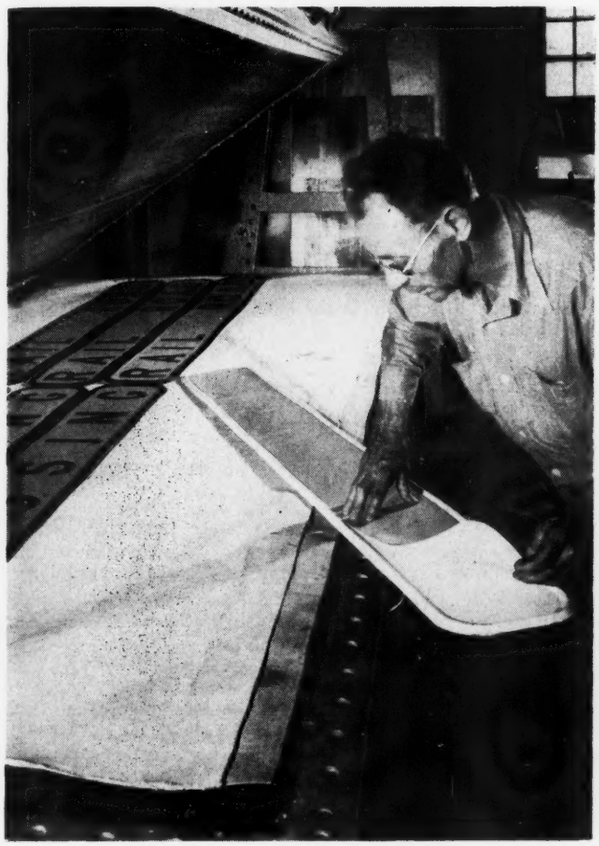
2. Degrease the blade and apply an oxide primer coat of zinc chromate. This coat will dry in about three hours, but where many signs are being made at the same time it is advantageous to wait until the next day before taking the third step.

3. Apply the first coat of white enamel undercoater, which requires 24 hours to dry.

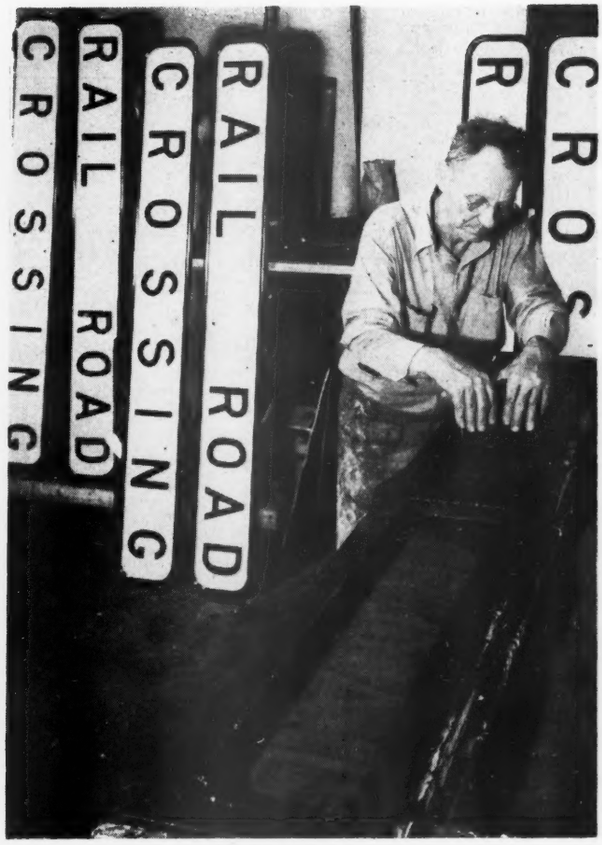
4. Apply a coat of Lux Craft No. 550 white enamel, which requires 24 hours to dry.

5. Application of the Scotchlite reflective sheeting strips. Purchased in rolls 7 3/16 in. wide and 50 yd. long, this sheeting is cut to proper lengths and applied inside the beaded border of the metal plate.

6. Bonding the sheeting to the signs in a vacuum applicator, a machine purchased from the Minnesota Mining & Manufacturing Co., makers of the reflective ma-



Applicator in which the reflective sheeting is securely bonded to the metal. The blades in the applicator are not lettered until after bonding.



Final step is the lettering of the reflectorized blades. The operator is using a silk screen stencil to print the black letters on the silver sheeting.

terial. This machine consists of a table, about the size of a billiard table, with a lid which is opened and closed by pulleys. This lid contains an air space for the injection of steam. The underside of the lid contacts the crossing blades which rest on a rubber cushion that forms the seat of the table. An air pump working a pressure of 30 p.s.i. creates a vacuum in the chamber housing the crossing blades. The effect is to bring the lid into firm contact with the blades, driving out all air under the sheeting. The temperature is then raised to 190 deg. F. by dry steam for a period of six minutes, which bonds the reflective sheeting to the steel.

(Three men are employed in the fifth and sixth steps. One cutter, who should be a skilled workman, is used to cut the Scotchlite, and two men are required to apply it on the blades, to place them in the applicator, and to remove them. No special training is required to operate the applicator. A foreman and two of his assistants spent a half-day watching the operation of one of these machines and learned how to open and close the lid and how to handle the valves controlling the steam and air lines. The applicator is about 6 ft. wide and 14 ft. long and is capable of handling up to 12 crossing blades at one time. Three men working together will apply Scotchlite to about 200 pieces or 100 sets per day.)

Stenciling by Silk Screen

7. Stencil or letter the words on the blades. For any large number of signs requiring a given lettering, it is economical to use a silk screen for stenciling. Such a screen will last long enough to stencil 500 to 600 signs.

8. The eighth and final step is to screen the paint, a very fast operation. After drying, the signs are ready for wrapping and shipment to the locations desired.

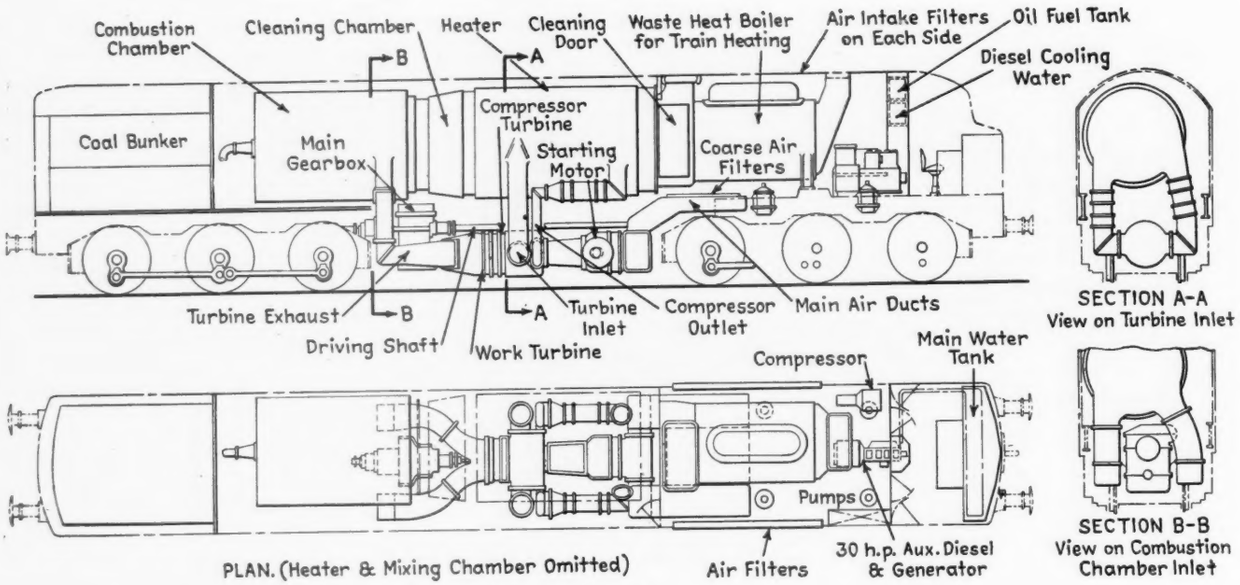
Assuming that sufficient signs have passed through Operation 1 and are on hand to permit the work to be carried on as a continuous operation, it will require about four days to put them through the remaining steps. Usually two or three weeks are required to fill an order or for any large number of signs to go through all operations and be delivered in the field.

Cost of Production

The accompanying tabulation shows the cost of producing a reflectorized crossbuck sign, provided the operations involved can be continued without too much interruption. The unit cost of the work done at Mount Clare amounts to about $14, of which about $7 is chargeable to the sheeting and its application. The cost of reflectorized crossbuck signs exceeds those not reflectorized by only about 25 per cent, based on the total cost of the signs in place.

The railroad is now experimenting with the use of reflectorization for large identifying signs on B&O property. An experimental sign, erected at the company's Locust Point marine terminal in Baltimore, consists of reflectorized letters on a non-reflective background, so that the letters glow at night.

If the current use of reflectorized signs proves successful and if maintenance costs prove to be low, it is expected on the B&O that there will be a steady increase in the use of reflectorization.



Essential elements of the coal-fired external-combustion gas-turbine power plant for the British Railways locomotive.

A Coal-Fired Gas-Turbine Locomotive

For British Railways . . .

Heat of combustion transferred to compressed air through heat exchanger, keeping products of combustion out of the turbine

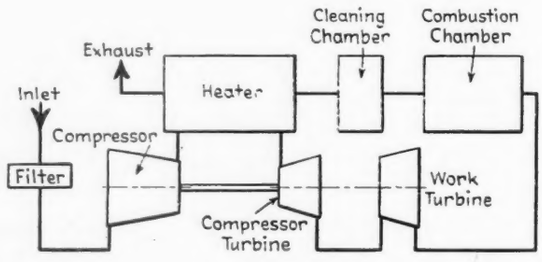
By E. C. POULTNEY, M. Inst. Loco. E.

Following the completion and placing in service on British Railways of two experimental gas-turbine-electric locomotives using oil as fuel,* the Ministry of Fuel and Power, in association with the Railway Executive, British Railways, placed an order with the North British Locomotive Company, and C. A. Parsons & Co. for a gas-turbine locomotive to use coal as fuel. The new locomotive will have two six-wheel trucks with six coupled wheels 54 in. in diameter. The power from the turbine will be transmitted through two-stage gears. The gas-turbine, to be supplied by the Parsons company, will be of the open-cycle external-combustion type.

The arrangement of the power unit is indicated by the diagram. It is said that this method of applying the gas-turbine principle to locomotives will allow the use of high-ash fuels with the added advantage of simplicity and is likely to be suitable for poor quality fuels.

The air compressor is driven by the high-pressure turbine and the low-pressure turbine provides the power output. Exhaust air from the work turbine is partly used for combustion and in part to reduce the temperature of the burned gases before they enter the heater. These gases give up heat through the walls of the tubular air heater to the compressed air, which is the working medium, on its way to the turbine.

It will thus be seen that, as the products of combustion do not pass through the turbines, there is no possibility of the ash in the combustion gases damaging the turbine



General arrangement of the British coal-burning gas-turbine locomotive ordered from the North British Locomotive Co.

*For description of these locomotives see *Railway Age*, September 23, 1950, page 22, and April 21, 1952, page 64.

PRINCIPAL DATA AND DIMENSIONS OF THE BRITISH COAL-BURNING GAS-TURBINE LOCOMOTIVE

Type	0-6-6-0
Gage, ft.-in.	4–8½
Horsepower at turbine	1,800
Maximum rail horsepower	1,600
Length overall, ft.-in.	68–6
Maximum width, ft.-in.	8–8
Maximum height, ft.-in.	13–0
Maximum axle load, lb.	43,680
Total weight, lb.	262,080
Tractive force, starting, lb.	30,000
Tractive force, low-speed range max., lb.	45,000
Maximum speed, low-speed range, m.p.h.	50
Fuel capacity, lb.	13,440
Maximum turbine temperature, deg. F.	1,300
Maximum heater temperature, deg. F.	1,560
Maximum speed of turbine, r.p.m.	8,000

blading. Such being the case, high-ash, poor-quality fuels may be used.

The torque characteristics of the power turbine resemble those of the conventional steam locomotive, thus permitting use of a direct drive. The gear box gives a choice of gears for passenger or freight requirements and, when geared for a starting tractive force of 30,000 lb., the top speed in normal running would be 75 m.p.h.

The thermal efficiency of the locomotive is expected to be 10 per cent at one-tenth load, 16 per cent at half load, and 19 per cent at full load. Calculations of the fuel consumption for the London-Glasgow run of 402 miles indicate that it should be half that of a conventional steam locomotive. Based on the normal thermal efficiencies shown by steam locomotives, it is estimated that the gas-turbine locomotive, using coal as fuel giving twice the current average efficiency of the normal steam locomotive, may be allowed to cost four or five times as much as present types.

The locomotive underframe with the cab structure and running gear will be constructed by the North British Locomotive Company. It will be noted that there is only a single engineman's cab. The usual auxiliaries for the brake apparatus and the boiler for train heating will be housed in the body of the locomotive, together with the required controls.

The drawing illustrates the general arrangement of the gas-turbine coal-burning locomotive. The principal dimensions and other data are given in the table.

Letter from a Reader . . .

How to Help the Profs Know the Railroads Better

COLLEGE PARK, MD.

TO THE EDITOR:

I am sure that the other "profs" will agree with me that your May 12 editorial, about the profs being important people, is fine. We really aren't bad or queer. If we are provided with means of ascertaining the facts—sometimes without having to invest too much time or expense to do so—we never intentionally mislead anyone.

I have noticed that, recently, business is taking steps to have us learn more about how things are done. For example, various insurance companies in Hartford, Conn., held a seminar for teachers of insurance subjects and deans of colleges of business not long ago; and participants returned to their academic circles with a fund of knowledge they could not otherwise have obtained. I understand that the du Ponts are holding quite an elaborate seminar soon for deans of colleges of business, and some teachers, and will take this group through their various steps of planning, production, marketing, financing, public relations and the like in regular class-room manner—and will even take the whole group from Wilmington, Del., to Niagara Falls to inspect a new du Pont plant.

Why can't a railroad or group of railroads do something like the above? This kind of activity would more than pay off. There are far too many men teaching transportation subjects who have never been in the home office of a railroad, air line or trucking company. They would like to hear from railroad men about the problems of the industry; they would like to see how things are done.

Finally, the best way to find out about an industry is to be a steady reader of its trade paper. Help by the industry to assure that all transportation teachers have subscriptions to *Railway Age* would provide a great impetus to understanding. A teacher of transportation ought to subscribe to at least five papers at a total cost of around $50 per year. He can't rely on library copies to get the best out of his reading because he should be able to clip and file, and work the material into his lectures and classes.

JOHN H. FREDERICK
Professor of Transportation
University of Maryland

BENCH MARKS AND YARDSTICKS—21

By what standards is the performance of a local agent to be measured? One of our readers reports that: "Some carriers use as a yardstick the tonnage costs of handling l.c.l. freight—and to be prepared to avoid criticism and be prepared to answer all kinds of questions, some foolish, he has to spend too much time following up this detail. Possibly the particular commodities at this agent's station may be very light in weight, which will give this agent poor figures for comparative purposes, even though his handling may attain the very peak of possible efficiency.

"An agent ought to make every effort to develop a crew of freight handlers who can be relied upon to give top performance without detailed supervision—and, thus, save the agent's time, which he can then devote constructively in checking the ordering of cars, discovering and correcting poor switching, demurrage and the scores of other items of performance which fall under his jurisdiction.

"Recently an 'outside' industry in a staff booklet defined an executive as 'anyone who executes a job and accepts responsibility for the work performed by others.' Make the agent more of an executive and less of a clerk, messenger boy and whipping post, and the change will pay big dividends in many ways—besides making the job more attractive to competent men."

Are there any dissenting opinions? The evidence is certainly overwhelming to the effect that purely quantitative "yardsticks" are, by themselves, no satisfactory measuring standard for any railroad job or department. One flaw in them is that they seldom, if ever, reveal how well an individual or department is building for the future—or is failing to do so. Present-day figures which look attractive can usually be produced at the expense of future performance—which is a caveat that needs to be borne constantly in mind by anyone who is tempted to form judgments from figures alone.

On the other hand, too much reliance on unsystematic observation, without study of significant trends which only the figures can reliably reveal, is just as conducive to error as exclusive reliance on the figures. Management is an art, and a science as well.

The division car distributor should know intimately the layout and operation of the yards on his division, as well as location and capacities of all industrial tracks.

A Car Service Catechism . . .

How Can Each Department Help To Promote Car Efficiency?

By E. W. COUGHLIN
Manager, Railroad Relations
Car Service Division
Association of American Railroads

Even the most energetic chief transportation officer must fail to produce for his railroad the utmost in revenue and service from its heavy investment in freight cars unless he receives active, intelligent help from practically every department of the railroad. This help cannot be extended in full measure until and unless supervisors and employees in each department are properly informed of their part in efficient car handling. Considerable "selling" must be done to these other departments; suggestions and instructions for better car use must be kept up to date and reissued frequently enough (1) to make sure they reach new and comparatively inexperienced employees; and (2) to refresh the memories of experienced men.

In short, every employee having to do with car handling must be made and *kept* "car conscious."

Any good employee will do a better job of car handling if he knows the reasons for the instructions or suggestions handed to him; and what his acts or omissions may mean to his railroad and to its patrons. Responsibility rests with the transportation officer of the railroad to see that employees of each department having to handle or use cars are properly informed and instructed in those functions.

Several roads, during the past few years, have done much to bridge the gap in this direction by issuing to each department an outline of the road's general car handling program, accompanied by special suggestions for that particular department. The New York Central's "Freight Car Utilization" manual, for example, carried special suggestion sheets for yardmasters; switch and local crews; yard clerks and industrial district clerks; local freight agents; division car distributors; mechanical department; purchasing and stores departments; maintenance-of-way and signal departments; traffic department; and traveling car agents. The writer is indebted to these issues for much of the following material.

Traveling Car Agents

Transportation inspectors and traveling car agents are the eyes and ears of the general transportation officer, and should be his means of educating division car distributors and other local employees having anything to do with car handling. The car agent's work at stations and yards should include an adequate check of a fully representative number of cars, followed back as far as necessary through local records to develop the following:

1. Are complete and current car handling instructions, including car service rules, applicable special car orders

of the Car Service Division and service orders of the Interstate Commerce Commission—and the road's own special instructions—on file? Are they understood, and properly observed? Is real effort made to switch in for loading proper ownerships of available foreign cars? (See Car Service Rules 1 to 3.) Are local freight conductors and engine foremen currently informed as to best car handling procedures so they may be of maximum help to agents and car distributors in securing efficient use of equipment?

2. Are empty cars being included in station-on-hand reports, yard checks, and daily telegraphic car reports, along with desirable information as to size, type and commodity fitness so the car distributor or other supervisor may know what empties are available, where they are, how long they've been there, and reason for delay, if any?

3. To promote better car service rule observance are shippers being urged by local forces to furnish written orders for empty cars, or written confirmation of verbal orders carrying needed detail to permit proper selection from among available cars? Does the car order clerk transmit these data to the yard supplying cars? Are patrons supplied with the A.A.R.'s Car Selection Charts, and solicited to utilize cars placed at their loading platforms, or reloaded by them, to best advantage under car service rules?

4. Are orders for cars to be loaded on a connecting switching line being placed by shippers direct with the road serving them, rather than with the road-haul lines?

5. Are empties being placed on demurrage when supplied on shippers' orders?

6. Are local forces holding too many cars for prospective loading?

7. Are empty cars not needed for reloading being pulled promptly from industries and team tracks? Are they being delayed an extra day awaiting information from yard checker that they are empty, as developed in his track checking the morning after unloading?

8. Are proper instructions as to handling of home routes, reciprocal trading and short routing agreements on file and understood? Is there undue delay in reporting cars for disposition or home route information, or in receipt of disposition instructions, home or short route data? Are inbound and outbound train consists and interchange reports surveyed to develop cross or circuitous haul or improper handling of empties in home route or on empty car orders? Are opportunities sought for short routing empties under reciprocal agreements or other short routing arrangements?

9. Is detention information on loads being reported properly in station-on-hand reports, yard checks and daily telegraphic car reports?

10. Are interchange reports to connections checked against car arrivals, or release by industries, to determine whether cars are being delivered promptly, and wherever possible, prior to midnight? Are cars being pulled from receiving interchange tracks without undue delay? Are interchange tracks adequate for current business?

11. Are loaded and empty cars being moved in the first available proper train? Are they blocked or classified according to instruction? If not, why not? Is the calling of crews coordinated with ready time of trains, to prevent avoidable delay?

12. Are inbound cars being placed for unloading promptly after arrival at destination? If delayed, is this due to the consignee's sidings being full; lack of standing instructions from shippers which permit spotting loads promptly on arrival; slow surrender of shippers-order bills of lading; slow issuance of spotting instructions where standing instructions are not practicable; or the railroad's slow paper work or switching? If delay is the consignee's responsibility, are cars being put on constructive placement promptly as required by demurrage rules?

13. Are causes being developed of instances of slow loading or unloading by patrons? and the cause therefor. Are consignees working unloading forces overtime or as many days weekly as necessary to prevent undue car delay and accumulation? Have consignees provided sufficient warehouses or storage facilities to make it unnecessary to use cars as warehouses? In cases of congestion, are embargoes recommended where they appear to be necessary to reduce inbound receipts to a number of cars which the consignee can unload reasonably promptly?

14. Is current embargo information on file, and is a real effort made to avoid loading or billing cars in violation of embargoes? Are embargoes needed to relieve railroad congestion?

15. Is inbound l.c.l. being moved to—and handled promptly at—freighthouse or transfer? Is outbound l.c.l. loaded and are cars ready to move at the time agreed upon to insure their making scheduled trains?

16. Is an effort being made to observe car service rules in outbound l.c.l. loading? If a permanent spot system is in effect, is the serving yard properly advised as to destination and routing for the various spots so that it can switch in available cars best suited under car service rules, for placement at these spots?

17. Are cars being delayed unduly for reconsignment or diversion?

18. Are high class or special dimension cars being furnished for carload or l.c.l. loading when lower class or standard size cars would satisfactorily—and more economically—fill the bill?

19. Are high class cars being loaded with contaminating commodities which render them unfit for further high class loading?

20. What is the bad order situation? Are repair tracks being switched regularly, completely and at desirable hours? Are repairs being made promptly? Are too many bad orders being allowed to accumulate in yards or on other than regular bad order holding tracks? Is the selective carding method followed in marking bad orders, so that yard forces can pick out and place first on repair tracks loads and those empty cars which can be restored to service with the least expenditure of rip-track and man-hours? Are bad orders being repaired in yards or on industrial and team tracks to the extent desirable?

REPRINTS ARE AVAILABLE

This is the sixth and last of a series of articles by Mr. Coughlin setting forth practical ways and means to obtain greater efficiency in freight car utilization. Reprints of the series will be available shortly in the form of a 32-page pamphlet containing the full text of all the articles, including illustrations and diagrams.* Price, postpaid: Single copies, 50 cents; in lots of 10, 45 cents each; in lots of 25, 40 cents each; in lots of 100, 35 cents each. Please order from Managing Editor, *Railway Age*, 30 Church street, New York 7, N. Y.

*The six articles appeared in the following issues of *Railway Age*: February 11, March 24, April 21, May 26, June 23 and July 28.

Many car days can be lost unnecessarily if mechanical department and yard forces fail to work together.

21. Is the system program for light-weighing and restenciling being followed? Are cars being delayed unreasonably for loaded weighing or for light-weighing and restenciling? Is weighing or reweighing of cars being done excessively or unnecessarily? Would more weight agreements be helpful?

22. Are cars being damaged in loading or unloading?

23. Are there delays to cars in company material service? Are cars fit for commercial service used where non-revenue cars should be used? Are high class or special dimension cars used for company material when lower class or regular dimension cars will serve? Are non-revenue cars being delayed, compelling use of cars fit for commercial loading? Are non-revenue cars being loaded as heavily as practicable? Is too much company fuel being held on wheels? Is full advantage being taken of opportunities, during periods of car shortage, to utilize for carrying company material types of cars not in seasonal demand for revenue loadings?

24. How about car detention at wash, cleaning, and rubbish tracks, and at operations for adjusting on transferring loads? Are cars unduly delayed in moving to or from such tracks? Are cars swept and freed of nails, dunnage and debris at a place of unloading? Do yard checkers and car inspectors regularly report cars which consignees have failed to unload completely, or in which patrons are placing debris or trash? Are cleaning and wash track facilities adequate?

25. What is the current hold track situation? Is that track being switched frequently?

26. Are cars being carded "Unload from this side" when they could be loaded to permit unloading from either side?

27. Are Canadian cars handled in accord with instructions?

28. Are advertisements being placed on cars in violation of Car Service Rule 12?

29. Are cars, either those loaded on line or received in interchange, delayed awaiting billing?

30. At points where applicable, are coal mine ratings *current* and in accord with existing instructions? Is the no-bill limitation on coal properly observed?

31. Are demurrage records being kept properly and reasonably up to date?

32. Is the switch carding or listing system properly designed? Are advance train consists being received by telegraph or Teletype so that car cards or switch lists may be prepared in advance of train arrival? Is break-up of inbound trains unduly delayed waiting for waybills to be brought to and worked at yard office? Are there too many incompleted drill orders? Is there a chance to save car days by yardmasters notifying local agents of cars to be dispatched to them on locals operating on tri-weekly or turn-around basis, showing car numbers, contents and consignee, so that consignees may have from the agent advance notice of arrival and be prepared to release promptly?

33. Is commodity inspection and carding being accomplished to the extent desirable? Is information on commodity fitness of empty cars being made available promptly to yard and station forces, car distributors, etc.?

34. Are there opportunities for heavier loading of cars? Are the facts ascertained from shippers, local agents and car inspectors, and visual inspection of inbound and outbound loads?

35. Are car inspectors closing box-car doors to prevent damage to floors and siding from rain or snow and loss of car-days in drying out cars?

36. Are special types of cars, such as automobile rack and parts cars, and specially assigned cars, being handled in accordance with current instructions?

The Division Car Distributor

An active, well informed car distributor, through efficiency in handling cars in his assigned territory, will pay handsome dividends to his railroad. When it is considered that the saving of only a handful of car-days each day over his entire territory will at the current per diem rate save the salary of the car distributor; that he has endless opportunities to enhance car efficiency, including improved car service rules observance, heavier loading, complete unloading, and faster handling, and to keep patrons satisfied, the possibilities are enormous.

Unfortunately the car distributor's position apparently has not advanced so rapidly in the esteem of railroad executives as has that of the transportation officer. Perhaps much of the responsibility for failure to hold the division car distributor in higher esteem rests with this individual, through failure to educate himself as to the opportunities of his job; the ways in which he can save money to his railroad and better serve his patrons. Certainly some of the responsibility rests with the transportation department, through failure to educate the car distributor directly or through traveling car agents and neglecting to provide him with the proper tools of his

trade. The division superintendent has a responsibility, too, to emphasize the importance of this position, its duties and responsibilities; and to lend support toward improvement of car handling practices.

The division car distributor should be a miniature edition of the superintendent of transportation. He should know intimately the layout and operation at his yards and stations; the location of freighthouse and industrial tracks, and their relation to yards; the commodities shipped by each industry in his territory, and the destinations to which they ordinarily go. He should have an adequate system of reports, in order to know what cars are currently needed for loading at each station, by types, sizes, destination and commodity fitness; how many of such cars are available locally and how many need be sent in to complete the supply; and what cars are coming to him from other divisions. A new man "breaking in" on this position should go over his entire territory, preferably in company of a seasoned traveling car agent, to see at first hand local problems of car supply, switching and movement.

A competent division car distributor should be the "eyes" of the transportation department and of the division superintendent as to empty car handling. He should be an important adjunct to the traffic department in promoting satisfactory relations with shippers and receivers. He should relay to division forces, and over the signature of a designated officer, the car handling instructions received from the transportation department.

The following specific suggestions are advanced as to the activities and functions of a division car distributor:

1. He should be familiar with the car service rules, special car orders and I.C.C. service orders and observe them to the fullest possible extent in the distribution of equipment.

2. He should know intimately the layout and operations of yards and the loading and unloading facilities of shippers and receivers at all stations, and obtain data as to the car types ordinarily needed by each shipper and the destinations to which he ships.

3. He should secure accurate information each day from yards and stations as to cars required for loading, empties on hand, cars in process of loading and unloading, and cars loaded previous day, identified by types and commodity classification fitness, and whether system or foreign cars.

4. He should modify or reduce excessive car orders, guided by his knowledge of shipper's or agent's ability to load daily, as measured by level of loadings in an earlier period of ample car supply; as well as other factors such as enlarged facilities, new industries, and how a station or an industry has been faring in car supply recently. By deducting from the modified orders for the next day's loading at each station the number of cars to be made available at that station for use the next day, he arrives at the number of additional empties he should furnish for next day's loading at each station to fully meet requirements. Then he divides equitably among the various loading stations, based upon these data, the empties on hand or in sight at supply points, and, with due regard for train schedules and service, issues movement orders to supply points on empties to be dispatched to the various stations.

5. He should make sure that no station holds more cars than needed to protect current requirements, except when storage programs are in effect. He orders surplus cars promptly to other points where needed. To these ends, he scrutinizes carefully the station-on-hand reports and compares with information in daily telegraphic car reports.

The agent and his staff can save many car days for the railroad through complete knowledge of car service rules.

6. In filling shippers' orders for cars, and in order to avoid cross haul and wasted car days, the distributor should endeavor, to the extent consistent with proper car service rule observance, to make fullest possible use of cars already at the station or in the vicinity, including cars reported in process of unloading.

7. He should secure as much advance information as possible on prospective car requirements, to minimize cross haul or car detention.

8. He should scrutinize station-on-hand or loading reports to develop opportunities for better observance of car service rules and heavier loading; any misuse of restricted ownerships or types; car detention; or other inefficient practices.

9. In contacts with shippers and receivers the distributor should solicit their cooperation in loading and unloading cars promptly; heavier loading; loading to or in the direction of owner's rails; not ordering cars in excess of actual requirements; promptly furnishing billing; spotting instructions, shippers order bills of lading, and other documents; avoiding damage to high class cars by loading with contaminating commodities; notifying promptly when cars are empty; and removing dunnage, blocking and debris from inbound loads. He will find it helpful to have Car Selection Charts and other literature dealing with efficient car handling to be used in "selling" better car handling to patrons and railroaders.

Freight agents and their assistants also can save innumerable car-days. Among their responsibilities are these:

1. To supervise closely the work of yard clerks, industrial district clerks and others under their jurisdiction to make sure their car handling duties are understood and efficiently performed.

2. To arrange to secure accurate advance information, and confirmation, of cars required by shippers at their stations, with information as to when needed, size and type of cars required, commodity to be loaded, destination and routing. Such information should go promptly to the serving yard or car distributor to facilitate the best selection from available cars to promote car service rules observance. Shippers should load available cars, when possible, toward owners' rails.

3. At freighthouses or transfers with "permanent spot" systems, the agent should see that the serving yard or car distributor has adequate charts or lists showing destination or routing of loadings from each spot, so

that, in accordance with car service rules, the best possible cars for loading may be switched to each spot. Freighthouse or transfer loadings should be supervised to make sure that car service rules observance is promoted to the highest practicable degree in spotting and loading, and that high class or special dimension cars are not misused in loading l.c.l.

4. To urge shippers to load and unload cars promptly, and to furnish necessary information and documents to enable prompt placement, removal and movement of both loads and empties. To make sure an adequate plan is in effect so that cars made empty after completion of the morning yard checks are reported by unloaders to, or are checked late in day by, agent's forces and reported by them to yard or local freight crews for pulling on the next switch.

5. To examine on-hand reports and track checks, and immediately to deal with yard, local crew, or other forces responsible, to correct delays or mishandling.

6. To make sure cars are not furnished or loaded, or billing accepted, on shipments moving in violation of embargoes.

7. To arrange for receipt and proper handling of information on failure of consignees to completely unload cars, or to remove dunnage, blocking, bracing and refuse. Cooperation of receivers should be solicited to this end so cars may be quickly available.

8. To urge shippers to load cars as heavily as practicable consistent with their and their receivers' needs, and preferably to the load limit of the car.

9. To make sure an excessive supply of empty cars is not held for prospective loading.

10. To be sure track checks are adequate for proper demurrage assessment, both on loads and on empties ordered for loading.

11. To make sure standing advance spotting instructions for inbound loads are supplied by receivers, to the largest possible degree, so that cars may be placed promptly on arrival; and to see that these standing spotting instructions are properly maintained and understood by clerical forces handling inbound bills or consists.

The importance of yard forces in proper car handling scarcely can be overrated. Among their functions and responsibilities these may be outlined here:

1. Yardmasters should canvass their individual yards each day, making sure all cars are properly switched on that day, including those on shop tracks, wash or cleaning tracks, hold tracks, store department yards, train and classification yards.

2. Yardmasters should dispatch in the first available proper train, classified in accord with existing instructions, all empty cars moving in home route or on car orders or special instructions.

3. Yardmasters should request extra trains when sufficient cars are available for movement.

4. Industrial yardmasters, switch and local freight crews should be sure empty cars, not assigned for reloading, are removed quickly from unloading tracks after release from inbound loads.

5. When furnishing cars for loading, employees should select from the available cars so as to best promote car service rules observance, i.e., loading of cars to or toward owner's rails. Unless specifically instructed to do so, employees should not place high class cars for loading contaminating commodities; special dimension cars when not needed; or cars otherwise restricted as to use.

6. Employees in contacts with shippers and receivers should urge prompt loading and unloading of cars; complete unloading; and avoidance of use of "empty" cars as trash bins for disposal of plant refuse.

7. When switching freighthouses, crews should spot cars to promote best adherence to car service rules.

8. Interchange cars should be delivered to connections promptly; before midnight if possible. Cars delivered to a connection a few minutes after midnight may cost your road heavily in per diem. Pull cars from receiving interchange tracks promptly.

9. Unless specifically instructed, employees should not furnish revenue service cars for rubbish service in the yard, or on shop, store or cleaning tracks. They should furnish only non-revenue cars for cinder pit service.

10. Careful review should be made of daily or weekly on-hand reports and yard checks, taking immediate corrective action on delayed cars.

11. In yard service home route or disposition instructions should be requested promptly from the designated officer for all cars on which such information will be needed to permit forwarding. Where used, system home route cards for foreign cars delivered to connections loaded should be filed correctly to enable matching up with the cars when and if subsequently returned loaded or empty by connections.

12. Yard staffs should work closely with the car foreman so empty bad orders may be intelligently selected for placement on the repair track, so that types most in need, and those which can be repaired with the least amount of rip track time, shall be placed first.

13. Yard staffs should place inbound loads promptly to industries and team tracks.

14. Uncompleted drill orders should be watched.

Yard clerks and industrial district clerks should:

1. Secure an accurate check, daily, or as provided by instructions, of all cars in yards and on industrial sidings and team tracks, with such data as provided in instructions as to loaded or empty status; date of arrival or number days on hand; whether or not bad order, etc.

2. Report promptly to yardmaster, or other designated employee, all empty cars not removed promptly from unloading tracks.

3. Make sure cars to be applied on orders or moving in home route or on special instructions are carded or listed so they may be switched and forwarded without delay.

4. Accurately report to car distributor each day empties on hand, segregated as to types, sizes and commodity

"The importance of yard forces in proper car handling scarcely can be overrated."

fitness, and other information needed to distribute intelligently or dispose of them.

5. Request from the designated officer, preferably immediately upon arrival of loaded or empty cars, home route, short route, reciprocal trading or other disposition instructions necessary for forwarding if cars are not used for reloading.

6. In making track checks, develop and report to designated officer instances where consignees, through having failed to clear inbound cars of bracing, blocking, dunnage or debris, make it necessary to send cars to the cleaning or wash tracks.

7. In daily personal contacts with shippers and receivers, diplomatically to urge prompt release of all cars, loaded or empty; complete unloading, including removal of blocking, bracing and debris; loading toward owner's rails; and heaviest practicable loading, such load, where practicable, to be close to the load limit.

Mechanical Department

Car efficiency depends on this department to:

1. Arrange prompt repairing of cars carrying loads.

2. Arrange, with cooperation of transportation department and yard forces, a plan to insure that of the bad order empties on hand those of types most urgently needed, and which can be repaired with the least man-hours and rip-track time, shall be given preference in spotting. Either distinctive selective carding, or placement by switch lists prepared with a knowledge of the importance of each type car and probable number of days necessary to repair, is a requisite for intelligent selection of this sort by yard forces and switch crews.

3. Minimize switching and loss of car days by making minor repairs, when possible, in train yards, or on industry and team tracks. Consider provision of mobile units for such repairs—small crews provided with automobile trucks equipped with tools and a supply of the lighter, more commonly used materials and parts. Arrange for closing of hopper doors on unloading tracks or in yards.

4. Make sure material required for repairs but not available at location of cars is ordered promptly and shipped by fastest practicable means.

5. Make sure cars moving over wash or cleaning tracks are conditioned speedily. Check for consignees leaving dunnage, blocking, bracing, or refuse in cars, necessitating movement to cleaning or wash tracks. Advise the agent or other designated officer so this may be handled for correction.

6. Avoid carding cars to home shops when this will require considerable empty haul to home road, and particularly on types of cars needed locally which can be restored to serviceable condition at a reasonable cost.

7. Avoid use of revenue cars in rubbish service at shop, wash or cleaning tracks.

8. Load and unload cars of company material promptly.

9. Perfect arrangements for adequate and prompt commodity inspection and carding of cars, and for transmission of this information to yard or station forces responsible for distribution of empties.

10. Make sure mechanical inspection of inbound and outbound trains or "cuts" is performed promptly.

11. See that transfer or adjustment of lading is handled promptly.

Traffic departments also contribute materially to efficient car utilization. Among other things they perform these functions:

1. Arrange for systematic, organized and prompt receipt of information on cars delayed by patrons for loading or unloading, or for billing or surrender of order notify bills of lading. Through contacts with them, earnestly solicit cooperation of shippers and receivers in prompt loading and unloading of cars.

Local freight conductors help by moving empty cars from industrial sidings as soon as they are unloaded, if they are not to be reloaded outbound.

2. Request shippers to give car order clerks or car distributors advance notice of empty car requirements, and not to order cars to be placed for loading until actually needed for loading.

3. Request consignees to notify agent or other designated employee promptly when cars are available for removal.

4. Solicit cooperation of consignees in removing all dunnage, blocking, bracing, strapping and debris from cars which they unload, leaving car in condition for immediate re-use, without need for movement to wash, cleaning or repair tracks.

5. Advise consignees of the wisdom of purchasing or scheduling inbound shipments consonant with their ability to unload promptly, thus increasing the car supply available to them and other users of railroad service, and minimizing the possibility of embargoes.

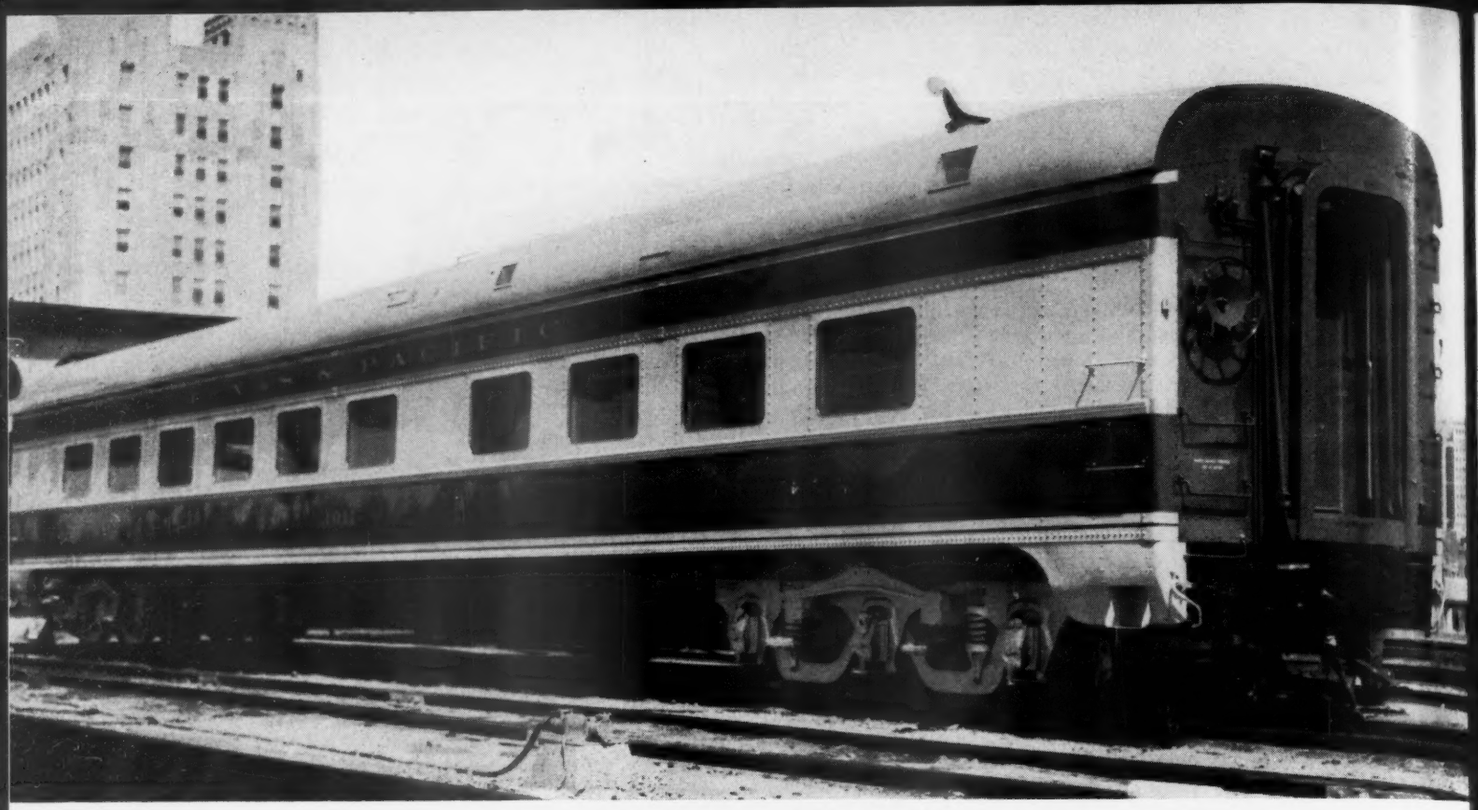
6. Request shippers to avoid, to the maximum extent possible, requisitioning special dimension cars for shipment when their needs can be filled with those of ordinary dimensions.

7. Request shippers to avoid ordering or loading high class cars with contaminating commodities which will unfit the car for further high class loading.

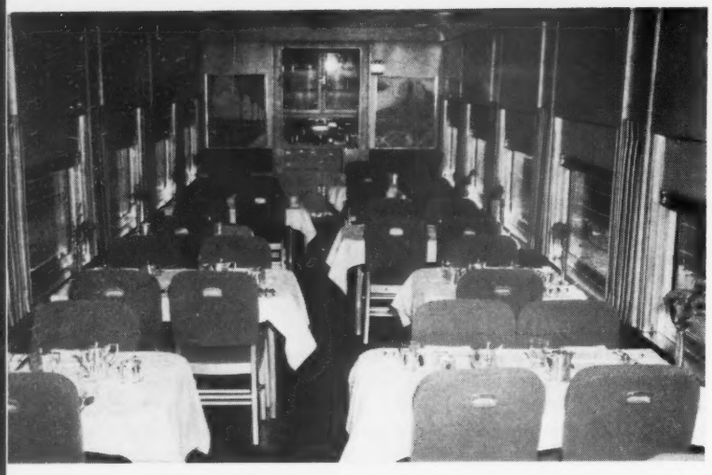
8. Work with shippers and receivers toward heaviest practicable loading of cars.

9. Secure shippers' interest and cooperation in choosing among the empty cars available for loading the individual cars which will be, to the greatest practicable degree, advanced toward owners' rails by the loading accorded.

10. Actively work with the transportation departments to further the setting up of shippers' weight agreements.



Principal exterior changes are the large panoramic windows and a new oval roof



The staggered table arrangement makes for faster service.

Bulkhead murals add a modern touch to the interior.

New Look On Old Diners Of Texas & Pacific

The Texas & Pacific shop at Marshall, Tex., has completed remodeling the first of three dining cars scheduled to undergo complete modernization inside and out. The cars, as rebuilt from conventional old-style diners, retain the essential body structure and the existing six-wheel trucks. The "new look" was obtained by replacing the clerestory with a turtle-back roof, installing panoramic windows and painting the car body and trucks the blue and silver "Eagle" color scheme.

Equipment on the car includes a Waukesha air-conditioning unit and Carbofreze ice boxes. The kitchen was completely renewed and equipped with a gas carbon range. The windows are the double-plate type with a dehydrated air space between the plates to keep them frost-free and non-steaming.

The seating arrangement was changed, retaining the 36-passenger capacity. The tables have been placed in a zig-zag arrangement with two-seat and four-seat tables across the aisle from each other, a layout which the T&P finds faster and more efficient.

Decorative changes inside the car include installation of modern flooring, lowering the ceiling and addition of fluorescent lighting. The new chairs have lightweight aluminum frames and recessed hand grips in the back for easy movement to and from the table. Modern shades with metal frame strip which can be raised or lowered from any point on the frame, colorful new drapes, and large scenic pictures on the end bulkheads complete the interior furnishing of the cars.

(Continued from page 18)

The New Haven's special "trailers on flats" service has been the subject of several recent articles in *Railway Age*. At present the railroad has an investment of approximately $3 million in some 200 specially designed flat cars and loading platforms in major cities.

SUPPLY TRADE

A.C.F. Earnings, Sales, Backlog, All Higher

Consolidated net earnings of the American Car & Foundry Co. and subsidiaries for the fiscal year ended April 30, 1952, amounted to $7,202,165, equal after preferred dividend requirements to $8.63 per share on the outstanding common stock, according to the company's 53d annual report. This compares with net earnings of $2,675,914, or $1.08 per common share, for the fiscal year ended April 30, 1951.

Gross sales for the latest year amounted to $173,964,755, an increase of more than 40 per cent over the $119,657,304 reported for the preceding year.

The substantial gains recorded in sales and earnings were made by the company despite "its share of the troubles of the present era" in the form of strikes, manufacturing difficulties, shortages of materials, rising costs and other unfavorable factors, John E. Rovensky, chairman of the board, explained in his comments to stock owners. Mr. Rovensky revealed that the company's direct taxes for the past year amounted to over $10,300,000—a sum equal to 143 per cent of the year's net earnings.

Backlog of orders on June 1, 1952, approximated $383,000,000, divided roughly into $125,000,000 of cars, carburetors, valves and miscellaneous products and $258,000,000 of defense work. A year earlier the backlog totaled some $340,000,000.

The **Morrison Railway Supply Corporation** has appointed the **John W. Vogler Company** as its exclusive district representative in the St. Louis area.

James G. Holdren has been appointed sales representative of the railroad division of the **Gustin-Bacon Manufacturing Company,** Kansas City, Mo. Mr. Holdren will maintain headquarters at Richmond, Va., and will cover southeastern states. He formerly was with the Richmond, Fredericksburg & Potomac and the Atlantic Coast Line.

S. C. Williams has been appointed general field sales manager, and **Walter W. Kemphert,** mid-west district manager, of the **Pyrene Manufacturing Company.** Mr. Williams, who has worked for Pyrene as sales representative in Louisville, Ky., special assistant to the president at Newark, and district manager at Newark and Chicago, will now be in charge of all field operations and district office personnel. Mr. Kemphert joins Pyrene after holding the positions of mid-west regional manager of the American Pulley Company, vice-president in charge of sales of Skilsaw, Inc., and manager of the merchandising division of the Worthington Pump & Machinery Corp.

Howard Heiser and **Earl L. Simanek** have been appointed assistant district sales managers of the **United States Steel Supply Division,** with headquarters at Chicago.

OBITUARY

Louis Charles Huck, 56, president of the Huck Manufacturing Company, Detroit, died recently.

William G. Pearce, 93, who retired in 1950 as chairman of the board of the American Brake Shoe Company, died on July 15. Mr. Pearce began his career in the office of the auditor of the Northern Pacific, where he advanced to the position of general manager. In 1902 he left that road to become vice-president of the Griffin Wheel Company, Chicago, and in 1910 joined the American Brake Shoe as vice-president. He became president in 1916, chairman of the executive committee in 1939 and, later, chairman of the board.

EQUIPMENT AND SUPPLIES

PASSENGER CARS

The **Canadian Pacific** has ordered from the Canadian Car & Foundry Co. at Montreal 40 lightweight (100,000-lb.) steel passenger coaches, estimated to cost approximately $4,000,000. The new cars, which are expected to be in service in about a year's time, are intended for use in the CPR's so-called Lake Shore suburban service, between Montreal and Rigaud. They will each have 103 bus-type seats; three-foot end doors; and roller bearings "for faster acceleration and smoother riding. "Car interiors will be finished in laminated plastic, with colored plastic upholstery and rubber floor covering. Aluminum-framed windows, of Solex heat-absorbing glass, will open from the top downward.

FREIGHT CARS

The **Transportation Corps** has ordered from the Greenville Steel Car Company 32 50-ton flat cars, to be built during the latter part of this year. This order is in addition to a previous order for 300 cars of the same type, previously reported in *Railway Age*.

LOCOMOTIVES

Class I Roads Had 1,182 Locos on Order July 1

Class I railroads entered the second half of 1952 with a locomotive order backlog of 1,182, the Association of American Railroads reports. This backlog consisted of 1,156 diesel-electric and 26 steam locomotives.

On July 1 a year ago, Class I roads had a backlog of 1,674 locomotives on order, of which 1,658 were diesel-electric, 14 steam and two electric.

During the first half of 1952, Class I roads placed 1,373 new locomotives in service. All of these were diesel-electric except for eight steam and one electric. The new locomotives consisted of 1,770 units. In the first six months of 1951 the roads installed 1,309 new locomotives (1,825 units).

Class I roads placed 224 new locomotives in service in June of this year, of which all were diesel-electric except for two steam. In the same month of 1951 the roads installed 254 locomotives, including 251 diesel-electric, two steam and one electric.

The **Baltimore & Ohio** has ordered a total of 62 diesel-electric locomotive units, as follows: From the Electro-Motive Division of General Motors Corporation, 13 1,500-hp. road-switchers, and 18 "A" and nine "B" road freight units, each of 1,500-hp.; from the American Locomotive-General Electric Companies, six "A" and four "B" road freight units, each of 1,600-hp.; from the Baldwin - Lima - Hamilton Corporation, one 1,600-hp. road-switcher and three "A" and six "B" road freight units, each of 1,600-hp.; and from Fairbanks, Morse & Co., two 1,600-hp. road-switchers. The Fairbanks, Morse units are for delivery in October, and the others in the first quarter of 1953.

The **Pennsylvania-Reading Seashore Lines** have ordered four 1,600-hp. diesel-electric road-switchers from Baldwin-Lima-Hamilton Corporation at a cost of about $672,000. Delivery is expected in the first quarter of 1953.

SIGNALING

The **Chicago & North Western** has ordered from the General Railway Signal Company equipment for installation on diesel locomotives of 65 sets of intermittent inductive train control.

The **New York Central System (Cleveland, Cincinnati, Chicago & St. Louis)** has ordered from the General Railway Signal Company equipment for installation of centralized traffic control between Mattoon, Ill., and Terre Haute, Ind., 56.5 miles.

CONSTRUCTION

Chicago, Burlington & Quincy—Cleveland, Cincinnati, Chicago & St. Louis (New York Central).—Division 4 of the I.C.C. has approved a plan to permit these roads to serve the new steam generating plant of Electric Energy at Joppa, Ill. Over objections of the Chicago & Eastern Illinois, which already serves Joppa, Division 4 authorized the Burlington to construct a 2.8-mile extension between Mermet, Ill., and Joppa. The Central will obtain trackage right over this and other Burlington trackage, and both roads will provide rail service at the Joppa steam plant.

Division 4 turned down the Big Four's request for authority to construct its own line into Joppa. The division did, however, authorize the latter road to construct a 2.3-mile branch line to a point on the Ohio river near Joppa. Barge loading facilities will be constructed on the river, and through these the Central will be able to extend its service by barge across the river to Chiles, Ky. At this point the Tennessee Valley Authority is constructing a large steam generating plant.

Cost of building the two new rail segments is estimated at $395,300 for the Burlington, and $600,000 for the Big Four. The Joppa generating plant, scheduled for completion in mid-1953, will burn approximately 2,500,000 tons of coal a year.

Division 4 dismissed contentions of the C&EI with the statement that unless the Burlington and Central are permitted to serve Joppa direct the generating plant (which will supply the Atomic Energy Commission) "may be denied access to an economical supply of coal. We cannot jeopardize the greater public interest to protect the intervener's investment and there is no showing that there will be any impairment of its ability to render adequate transportation service . . ." Commissioner Mitchell, a member of Division 4, dissented. He said the record in this case makes no showing that the Joppa plant will not be adequately served by the C&EI.

Erie.—A contract for a new passenger station in Clifton, N.J. (*Railway Age*, June 23, page 101), has been awarded to the Albert P. Schmidt Construction Company of Midland Park, N.J. It is expected the new station will be in service early next year.

Norfolk & Western.—A contract has been awarded to the Acme Construction Company, Beckley, W. Va., for grading and culvert work in a yard extension project at Bluefield, W. Va. Estimated cost of the Acme work is $325,000, and the overall project will cost a probable $2,050,000. The following projects have been authorized, at indicated probable costs: Enlarging yard at Flat Top, Va. ($150,000); installing centralized traffic control from Waynesboro, Va., to Shenandoah ($130,000); constructing coal operation track at Pinson, Ky. ($113,000), and at Glen Alum, W. Va. ($79,300); strengthening bridge and raising tracks at Elliston, Va. ($59,000); strengthening two bridges and improving grade near Singer, Va. ($47,000); and constructing a concrete box culvert at Glenvar, Va. ($33,000).

Pennsylvania - Belvidere Delaware.—The contracting division of the Dravo Corporation, Pittsburgh, has been awarded a contract to construct an 800-ft. curved railroad bridge over the Delaware river near Martins Creek, Pa. The bridge is part of facilities being constructed for the BD (which is operated by the PRR), to serve a new power generating station of the Pennsylvania Power & Light Co. (*Railway Age*, June 9, page 72). It is expected to be completed by the end of 1952. Superstructure for the five main river spans will be furnished and erected by the Bethlehem Steel Company under a subcontract with Dravo.

Southern.—The following projects have been authorized at indicated probable costs: New team track and dump trestle at Greenwood, S. C. ($23,800); extension to passing tracks at Middleton, Tenn., ($31,723) and Derby, Miss. ($22,810); rebuild underpass at Columbia, S. C. ($67,400); replace trestle with fill and concrete culvert at Ronda, N. C. ($22,800); replace timber trestle with steel spans near Jasper, Ala. ($32,000); replace timber overhead bridge with reinforced concrete overhead bridge at Clemson, S. C. ($33,300); diesel fuel oil facilities at Pomona, N. C. ($36,600); and renew Oostanaula River bridge at Rome, Ga. ($200,000). Contracts have been awarded, at indicated estimated costs, to: Henry Newton Company, Decatur, Ga., for renewal of substructure of Oostanaula River bridge, Rome ($105,000); Calumet Paving Company, Zionsville, Ind., for grading and concrete work in replacing light steel viaduct with embankment and steel bridge over highway on new alinement near Ramsey, Ind. ($128,000); and Chicago Bridge & Iron Co., Washington, D. C., for a 300,000-gal. steel diesel fuel oil tank at Pomona, N. C. ($12,250).

Tennessee Central.—A contract has been let to H. W. Caldwell & Son, of Ashland City, Tenn., for clearing, grading and placement of culverts on 4.75 miles of main spur and three miles of sidings and tipple tracks to serve

NEW DINING-CLUB-LOUNGE CAR SERVICE has been inaugurated by the Soo Line on its "Winnipeger" between the Twin Cities and Winnipeg, Man. Two identical cars, attractively remodeled for this service at the road's Shoreham shops, each contain 22 lounge seats plus a dining section seating 18. The lounge facilities, primarily for first class passengers, are available also to coach passengers for beverage service.

three coal mines near Monterey, Tenn. The project involves excavation totaling approximately 150,000 cu. yd. One trestle, 193 feet in length, will be built by company forces. The entire project will be completed early in the spring of 1953. Coal from the mines will be used to supply the Kingston steam plant of the Tennessee Valley Authority near Harriman.

FINANCIAL

Illinois Central.—*Relief from Competitive Bidding Requirements.*— This road is seeking permission from the I.C.C. to arrange for private sale of $62,000,000 of consolidated mortgage 30-year bonds, series E. In a special application to the commission, the road said the proposed new bond issue is part of a general program of debt reduction and simplification of corporate and financial structure which has been under way since 1939.

The new bonds would be dated August 1, 1952, and would mature August 1, 1982. Proceeds from their sale would be used to refund $62,107,820 of joint first refunding mortgage bonds maturing in 1963. The IC said about $700,000,000 of railroad bonds (exclusive of equipment trust obligations and joint refunding bonds) are scheduled to mature in 1960-63. This is another reason the road wants to refund now.

The IC bonds due to reach maturity in 1963 include the following: $43,290,000 of series A joint first refunding bonds, 5 per cent; $5,820 of series B bonds, 5 per cent; $14,611,000 of series C bonds, 4½ per cent, and $4,201,000 of series D bonds, 4 per cent. The road believes it can reduce annual interest obligations by selling the new bonds at this time. In asking relief from competitive bidding requirements, the road said also that failure to receive a satisfactory bid under competitive bidding would do "definite harm" to IC's credit.

An application for authority to actually issue and sell the new consolidated mortgage bonds has already been filed with the I.C.C.

Meridian & Bigbee River.—*Reorganization.*— Consummation of this road's plan of reorganization has been authorized by Division 4 of the I.C.C. Properties will be transferred to the new corporation, which will issue securities and assume liability for bonds. The reorganization is to be effective as of January 1, 1948. The new company will issue $50,000 of first mortgage 4 per cent bonds, due January 1, 1968, and $500,000 of income mortgage 4 per cent bonds, due January 1, 1998. It also will issue 13,667 shares of new common stock without par value. The Reconstruction Finance Corporation will receive 10,716 shares of the common in "partial satisfaction" of its claims.

New York Central.— *Merger of Subsidiaries.*—Division 4 of the I.C.C. has approved a merger plan whereby this road will absorb seven of its wholly owned subsidiaries. The merger, which is expected to result in substantial savings for the NYC, was approved by that road's stockholders at a May 28 meeting. The seven subsidiary companies will be dissolved, and the Central will assume liability for their outstanding bonds. The seven roads are: West Shore; New Jersey Junction; New York & Fort Lee; Wallkill Valley; Toledo & Ohio Central; Lake Erie, Alliance & Wheeling; and Federal Valley (*Railway Age*, March 31, page 61, and June 9, page 73).

MP REORGANIZATION PLAN MAY BE RECALLED BY I.C.C.

A three-man panel of I.C.C. financial experts has recommended that changes since 1949 warrant calling the Missouri Pacific reorganization plan back to the commission for further study.

Increased earning power, increased value of investment, the prospect of a continued mobilization period, and governmental policies for stabilizing the national economy—all these developments have occurred since the reorganization plan was approved, and they necessitate "re-examination and reconsideration of the plan," the board said.

Members of the I.C.C. panel were Roger T. Boyden, assistant director of the Bureau of Finance, Vernon V. Baker, chief of the Section of Loans and Reorganizations, and Examiner Harvey H. Wilkinson, of the Bureau of Finance.

New Securities

Application has been filed with the I.C.C. by:

CHESAPEAKE & OHIO.—To assume liability for $6,000,000 of equipment trust certificates, to finance in part 23 diesel-electric locomotive units and 515 freight cars. Estimated cost of this equipment, listed below, is $7,558,833.

	Description and Builder	Estimated Unit Cost
2	4,500-hp. freight locomotives, each consisting of two 1,500-hp. "A" units and one 1,500-hp. "B" unit (Electro-Motive Division, General Motors Corporation)	$503,630
17	1,500-hp. road-switching units (Electro-Motive)	166,422
435	50-ton box cars (General American Transportation Corporation)	7,509
80	70-ton hopper cars (American Car & Foundry Co.)	5,559

The certificates, dated September 1, would mature in 30 semiannual installments of $200,000 each beginning March 1, 1953. They would be sold by competitive bids, with the interest rate to be set by such bids.

Division 4 of the I.C.C. has **authorized:**

CHICAGO, ROCK ISLAND & PACIFIC.—To assume liability for $2,400,000 of series N equipment trust certificates, to finance in part 29 diesel-electric locomotive units costing an estimated $3,391,154. (*Railway Age*, June 23, page 92). Division 4 approved sale of the certificates for 99.324 with interest at 2¾ per cent—the bid of Halsey, Stuart & Co.—which will make the average annual cost of the proceeds to the road approximately 2.88 per cent. The certificates, dated August 1, will mature in 24 semiannual installments of $100,000 each, beginning February 1, 1953. They were reoffered to the public at prices yielding from 1.9 to 2.975 per cent, according to maturity.

ILLINOIS TERMINAL.—To assume liability for $1,660,000 of series E equipment trust certificates, to finance in part 275 freight cars costing an estimated $1,852,925 (*Railway Age*, June 23, page 92). Division 4 approved sale of the certificates for 98.1895 with interest at 3 per cent—the bid of the Mercantile Trust Company—which will make the average annual cost of the proceeds approximately 3.41 per cent. The certificates, dated July 1, will mature in 20 semiannual installments of $83,000 each, beginning January 1, 1953. They were reoffered to the public at prices yielding from 2.2 to 3.5 per cent, according to maturity.

LOUISVILLE & NASHVILLE.—To assume liability for $9,570,000 of series L equipment trust certificates to finance in part 55 diesel-electric locomotives, 125 covered hopper cars and 22 passenger-train sleeping cars. Estimated total cost of this equipment is $11,967,597 (*Railway Age*, June 30, page 75). Division 4 approved sale of the certificates for 99.6786 with interest at 2⅞ per cent—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds approximately 2.95 per cent. The certificates, dated July 15, will mature in 15 annual installments of $638,000 each, beginning July 15, 1953. They were reoffered to the public at prices yielding from 2 to 3 per cent, according to maturity.

PITTSBURGH & LAKE ERIE.—To assume liability for $8,850,000 of equipment trust certificates, to finance in part 2,000 freight cars costing an estimated $11,830,000. (*Railway Age*, June 30, page 75). Division 4 approved sale of the certificates for 99.7993 with interest at 3 per cent—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds approximately 3.05 per cent. The certificates, dated August 1, will mature in 15 annual installments of $590,000 each, beginning August 1, 1953. They were reoffered to the public at prices yielding from 2 to 3.1 per cent, according to maturity.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Baker, Weeks & Harden, One Wall st., New York 5.

Pennsylvania Railroad. July 7.

Fahnestock & Co., 65 Broadway, New York 6.

Atchison, Topeka & Santa Fe Ry. Co. Weekly Review, July 7.

Chicago, Milwaukee, St. Paul & Pacific R.R. Co. Weekly Review, July 14.

Hemphill, Noyes, Graham, Parsons & Co., 15 Broad st., New York 5.

The Post-War Pennsylvania Railroad Company, by Lawrence M. Stevens.

L. F. Rothschild & Co., 120 Broadway, New York 5.

Chicago, Rock Island and Pacific Railroad Company. Investment Letter. June 3.

Smith, Barney & Co., 14 Wall st., New York 5.

Louisville & Nashville Railroad Company. Railroad Bulletin No. 99. July 1.

Railroad Stock Exchange Suggestion. Railroad Bulletin No. 100. July 10.

Texas & Pacific Railway Company. Railroad Bulletin No. 101. July 11.

Dividends Declared

ATLANTIC COAST LINE.—$1.25, quarterly, payable September 12 to holders of record August 15.

CHICAGO, ROCK ISLAND & PACIFIC.—common, $1, quarterly, payable September 30 to holders of record September 12.

CINCINNATI INTER-TERMINAL.—4% preferred, $2, semiannual, payable August 1 to holders of record July 18.

LOUISVILLE & NASHVILLE.—$1, quarterly, payable September 12 to holders of record August 1.

NEW YORK, CHICAGO & ST. LOUIS.—common, 50c, quarterly; 6% preferred A, $1.50, quarterly, both payable October 1 to holders of record August 29.

PEORIA & BUREAU VALLEY.—$2, reduced semiannual, payable August 9 to holders of record July 30.

Security Price Averages

	July 22	Prev. Week	Last Year
Average price of 20 representative railway stocks	63.07	63.65	52.72
Average price of 20 representative railway bonds	93.75	93.66	91.85

RAILWAY OFFICERS

EXECUTIVE

Walter C. Brunberg, coordinator of safety and training for the WESTERN PACIFIC at San Francisco, has been appointed administrative assistant in the office of the president.

FINANCIAL, LEGAL & ACCOUNTING

D. D. Honeycutt has been appointed chief claim agent of the NORFOLK SOUTHERN, at Norfolk, Va., succeeding **W. A. Worsham,** deceased. **C. T. Deans** has been promoted to division claim agent at Raleigh, N.C.

O. F. Guinn has been appointed freight claim agent of the CLINCHFIELD, at Erwin, Tenn.

J. L. White, auditor of the BUTTE, ANACONDA & PACIFIC at Anaconda, Mont., has been elected assistant treasurer, with the same headquarters. **Leo V. Kelly,** chief clerk in the general manager's office, has been appointed assistant secretary at Anaconda. These appointments fill vacancies caused by the death of **P. A. Fitzmaurice.**

OPERATING

H. Petrie has been appointed superintendent of the TENNESSEE, ALABAMA & GEORGIA at Chattanooga, Tenn., with jurisdiction over maintenance of way, maintenance of equipment and transportation departments. He succeeds **A. C. Craighead,** who has retired.

L. R. Beals, car service and claim agent of the CLINCHFIELD, has been appointed personnel officer and assistant to general manager, at Erwin, Tenn. **J. A. Davis** has been appointed car accountant.

D. W. MacDonald, superintendent of the SYDNEY & LOUISBURG, at Glace Bay, N.S., has retired after 61 years of service with the S&L and predecessor companies. He has been succeeded by **Alexander MacDonald,** assistant superintendent.

Born in Big Bras d'Or, N.S., in 1877, D. W. MacDonald started work in 1891 with the International Railway & Coal Co., and became a machinist in the colliery machine shop. In 1893 he transferred to the railway department and remained with that division as a fireman after formation of the Dominion Coal Company, of which the S&L is a

Alexander MacDonald

subsidiary. He was later engineman until 1920, when he became assistant superintendent, and was promoted to superintendent in 1923.

Alexander MacDonald was born at Bridgeport, N.S., in 1898, and entered the service of the S&L in 1912, as a messenger boy at Bridgeport. He was subsequently a telegraph operator and a relief dispatcher. In 1925 he became train dispatcher at Glace Bay and for the following 21 years held that position and the position of relief chief dispatcher. On March 1, 1946, he was appointed assistant superintendent.

Lloyd A. Dickson has been appointed district manager of the Car Service Division of the ASSOCIATION OF AMERICAN RAILROADS at Omaha, Neb., succeeding the late **Kenneth J. Winn.** Mr. Dickson was a car service agent in the Omaha district and secretary of the Central Western Shippers Advisory Board.

Kenneth R. Perry, assistant to general manager of the NORTHERN ALBERTA, has been appointed assistant superintendent of the Kenora division of the CANADIAN PACIFIC, at Kenora, Ont., succeeding **Charles H. Harvey,** who has returned to engine service.

W. F. Billings has been appointed acting superintendent terminals of the ST. LOUIS-SAN FRANCISCO at Memphis.

Arthur G. Wilk, trainmaster on the NORTHERN PACIFIC at Dickinson, N. D., has been promoted to assistant superintendent at Pasco, Wash., succeeding **H. J. McCall,** who has retired. **Donald H. King,** conductor, succeeds Mr. Wilk as trainmaster.

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MECHANICAL

F. J. Schleihs, master mechanic of the CHICAGO, ROCK ISLAND & PACIFIC, at Des Moines, Iowa, has been promoted to general superintendent of motive power at Chicago, succeeding **F. R. Hosack,** who has been appointed general superintendent of the car department, also at Chicago.

Charles J. Tracy, wood shop foreman of the ELGIN, JOLIET & EASTERN at Joliet, Ill., has been promoted to general car foreman at that point, succeeding **Joseph B. Genesio,** deceased.

TRAFFIC

Charles A. Nick has been appointed freight traffic agent for the NASHVILLE, CHATTANOOGA & ST. LOUIS at Kansas City, Mo.

Charles P. Hoch, eastern district traffic manager of the KANSAS CITY SOUTHERN at New York, has retired.

John L. Hyde, Jr., chief clerk to the district freight and passenger agent of the SOUTHERN, at Tulsa, Okla., has been appointed commercial agent at Dallas, Tex.

As reported in *Railway Age* July 14. **A. N. Anderson** has been appointed passenger traffic manager of the CHICAGO GREAT WESTERN at Chicago. Mr. Anderson began his railroad career in 1916 as call boy for the Chicago &

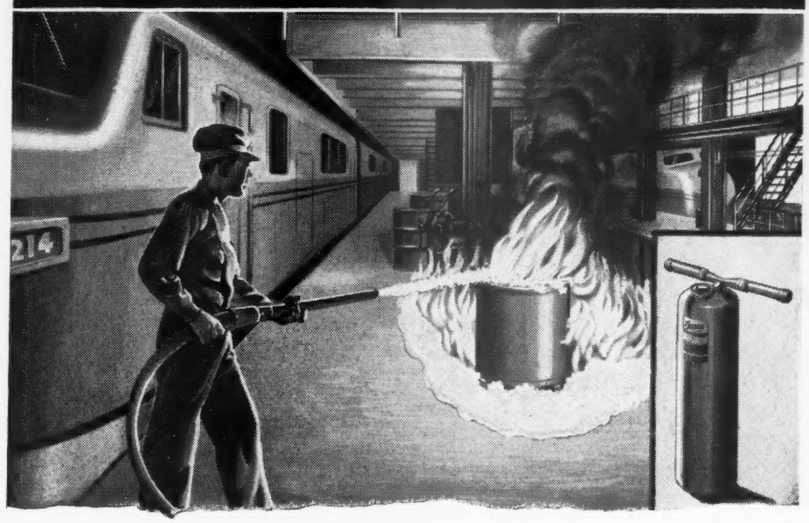
A. N. Anderson

North Western at Tracy, Minn. In 1926 he joined the CGW as city ticket agent at Rochester, Minn., and subseqeuently served as city passenger agent and traffic agent until 1951, when he was advanced to assistant passenger traffic manager at Chicago.

Albert G. Stanford has been appointed commercial agent of the CENTRAL OF GEORGIA, at Chicago, succeeding **J. L. Laetch,** granted a leave of absence on account of illness.

A. P. Kimmel, district freight and passenger agent of the NORTHERN PA-

Modern fire protection for Diesel repair shops



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CIFIC, at Butte, Mont., has been appointed assistant general freight agent at St. Paul, succeeding **E. E. Chapman,** recently promoted to general freight agent at Seattle. **R. E. McCourtney,** commercial agent at St. Paul, succeeds Mr. Kimmel.

Paul G. Bohlsen has been appointed assistant freight traffic manager of the CHICAGO, BURLINGTON & QUINCY, and **D. F. Wartinbee** assistant general freight agent, both with headquarters at Chicago.

F. W. Werner, division freight agent of the CHICAGO, BURLINGTON & QUINCY at Lincoln, Neb., has been promoted to division freight and passenger agent at Quincy, Ill., succeeding **B. R. Newlon,** who has retired after more than 50 years of service with the road. **A. C. Bintz** succeeds Mr. Werner, and, in turn, is succeeded by **J. L. Ernst** as general freight agent at St. Louis.

W. Cruickshank, general agent, passenger department, of the CANADIAN NATIONAL at Prince Rupert, B. C., has been appointed district passenger agent at Vancouver, and **George Stiven,** city passenger agent at Windsor, Ont., has been made district passenger agent at Winnipeg.

ENGINEERING AND SIGNALING

J. E. Gibault, chief of research of the department of research and development of the CANADIAN NATIONAL, at Montreal, has been appointed terminal construction engineer, with the same headquarters.

W. I. Simkins, assistant to engineer of bridges, ATLANTIC COAST LINE, has been appointed asistant engineer of bridges, at Wilmington, N.C. **W. E. Holleyhead** has been appointed supervisor of signals at Tampa, Fla., effective August 1.

A. V. Johnston, assistant chief engineer of the CANADIAN NATIONAL at Montreal, has been assigned the added duties of maintaining coordination and cooperation between regional and headquarters engineering services. **G. L. P. Plow,** engineer of track, has been appointed assistant chief engineer and has been succeeded by **A. J. MacGillivray,** engineer of track, Western region. **T. H. Jenkins,** engineer of bridges, has been appointed engineer of bridges and structures. In addition, he has been assigned the work formerly performed by the assistant chief engineer—construction, which position has been abolished. **J. C. King,** engineer of bridges, Central region, has been appointed assistant engineer of bridges and structures, a new position, established pursuant to the policy of concentrating the design and detailing of all bridges and foundation work at headquarters. All men will have system jurisdiction, with headquarters at Montreal.

Following graduation from McGill University with a B.S. degree, Mr. Plow entered the service of the Central Vermont in 1923, in his home town of St. Albans, Vt. He came to the CNR at Quebec in 1929 and served on numerous divisions until 1940, when he joined the Canadian Army. On his return to

Gordon L. P. Plow

the railroad in 1946, he was appointed assistant division engineer on the Laurentian division and in the same year moved to Ottawa as division engineer. He served in the same capacity at Levis, Que., and London, Ont., until he was made general maintenance inspector at Montreal. In 1949 he was appointed senior assistant engineer and in 1950 was named engineer of track for the system.

SPECIAL

Philip L. Mathewson, transportation engineer of the CANADIAN NATIONAL, has been appointed chief of research for the system, succeeding **J. E. Gibault,** transferred. Mr. Mathewson is a native of New Westminster, B.C.,

Philip L. Mathewson

and was graduated from the University of British Columbia as an electrical engineer in 1927, with a B.S. degree. He joined the CNR at Toronto in 1930 as an electrical inspector in the motive power department, and was transferred to Montreal in 1937 as assistant engineer in the office of the chief electrical engineer. He was promoted to research engineer, department of research and development, in 1943, and to transportation engineer in the operating department in 1946. Mr. Mathewson was awarded the Ross Medal by the Engineering Institute of Canada in May of this year, for the best paper on an electrical subject, with his treatise on application of diesel-electric power.

Robert L. Barbour has been appointed director of public relations of the CENTRAL OF NEW JERSEY at New York, effective August 1. He will be assisted by **Nathan W. James,** who has been named assistant director of public relations. Mr. Barbour will take over duties formerly handled by **Joseph T. Sullivan,** who resigned recently as director of publicity at Jersey City.

OBITUARY

Thomas W. Prior, retired superintendent of the CENTRAL VERMONT, at St. Albans, Vt., died on July 15, after a long illness. Mr. Prior was born in Chicago, February 18, 1892. His first job with the CV was as a messenger boy in 1906. He was then a telegrapher until 1909, when he returned to school, attending a business college in Burlington, Vt. He re-entered CV service as a telegrapher in April 1911, and became successively dispatcher, night chief dispatcher, trainmaster and assistant superintendent. He was promoted to superintendent in 1937 and in April 1951 was appointed general manager, to become effective July 19. Just before that date, however, Mr. Prior retired because of ill health.

Kenneth J. Winn, district manager of the Car Service Division of the ASSOCIATION OF AMERICAN RAILROADS at Omaha, Neb., died on July 15 as a result of a heart attack.

Ardath H. Watt, assistant manager of mail, baggage and express traffic of the ILLINOIS CENTRAL, at Chicago, died in the Illinois Central Hospital in that city on July 12.

Earl O. McCord, assistant freight traffic manager of the MISSOURI-KANSAS-TEXAS at Dallas, Tex., died at Denison, Tex., on July 16. Mr. McCord entered the service of the Katy in 1923 at Galveston, and advanced through numerous positions in the traffic department until December 1946, when he was promoted to assistant freight traffic manager.

Clarence J. Conklin, 72, who retired in 1948 as assistant to manager of the property protection and freight claim departments of the NEW YORK CENTRAL, died on July 14 at Tarrytown (N. Y.) Hospital.